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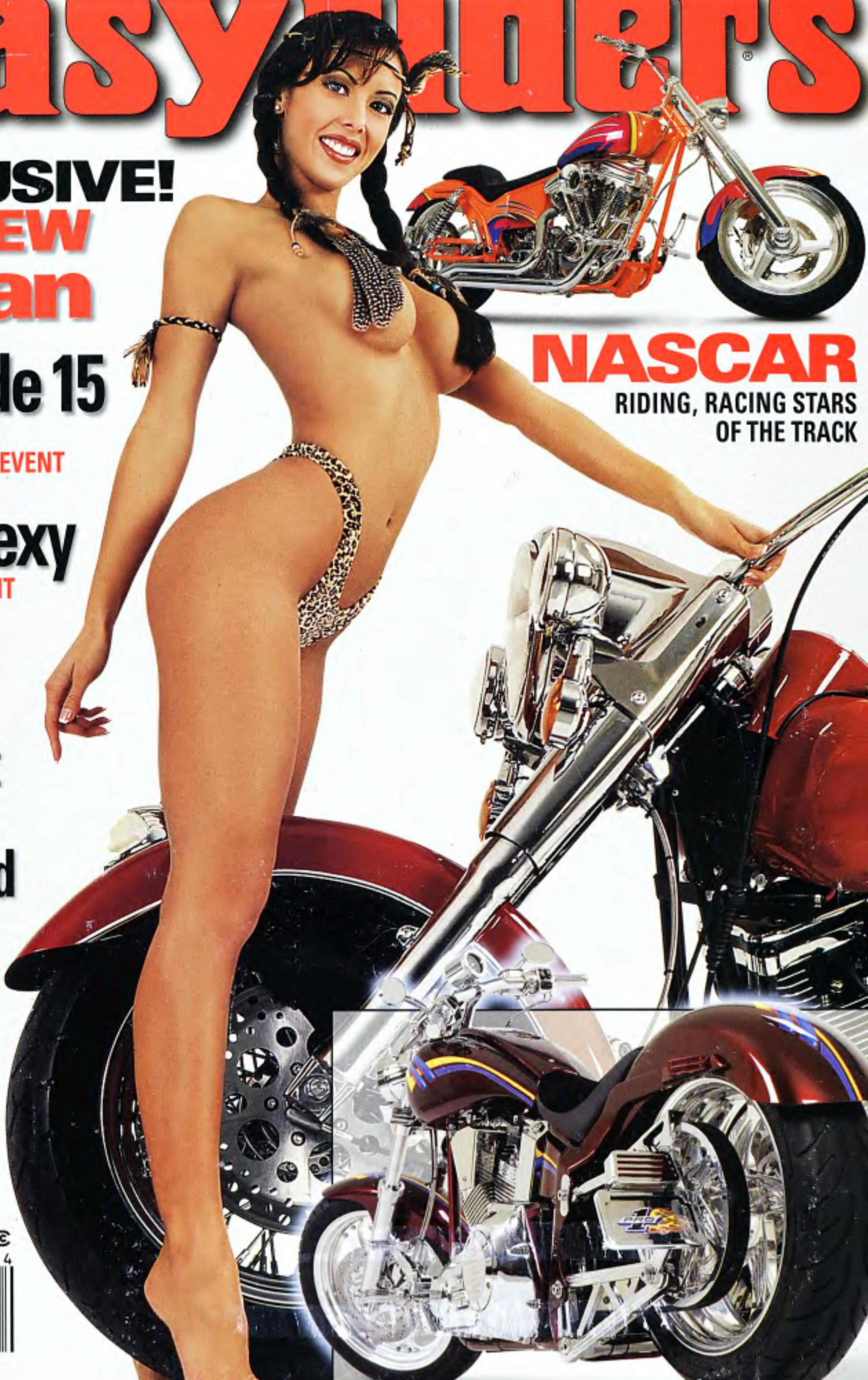
310 • April 1999

# Easyriders®



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# TakingItEasy

A car salesman who said that a urologist kept him addicted to painkillers just so the doctor could get some free auto services was awarded **a handsome settlement.** The doctor got started on this guy way back when he was a grocer—18 years ago. (Now that's creative thinking.)

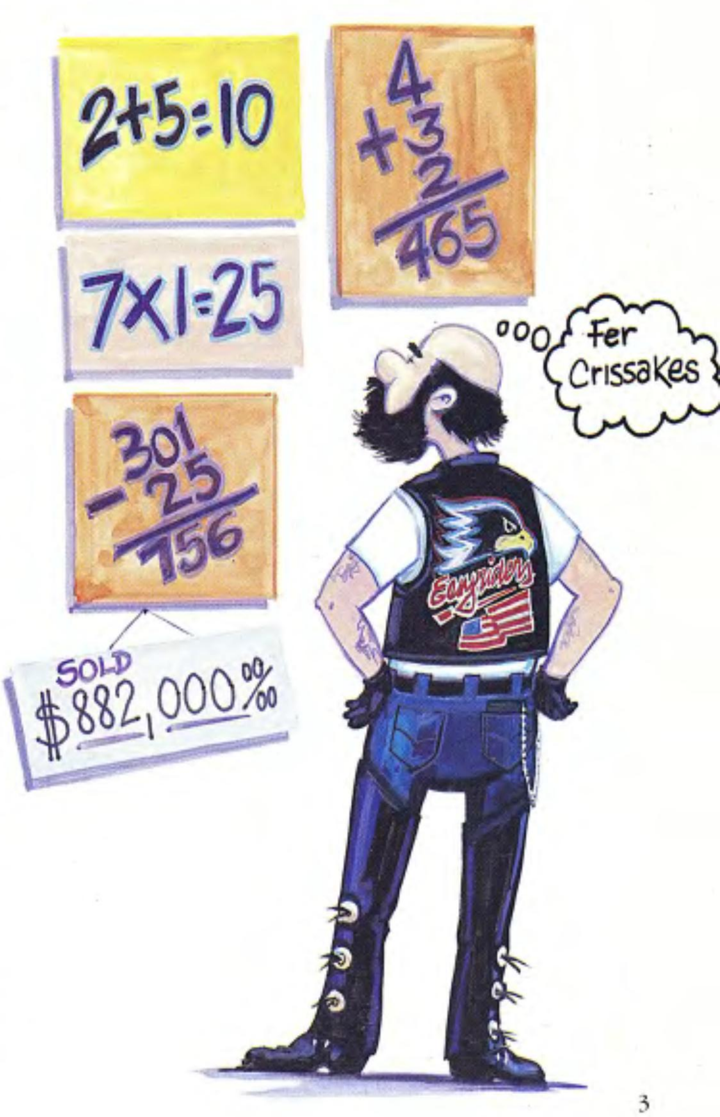
Oooh, that smell! Narcotics officers detained a trucker and his 18-wheeler when their dogs "detected something." But after they unloaded the truck, they discovered it contained nothing but **20 tons of broccoli** (Maybe the snooper pooches were vegetarians). And here's another one: A thief stole a big rig and drove away from a truck stop in the loaded-down 18-wheeler but abandoned the truck about an hour later when he discovered, to his horror, that it was hauling something he just couldn't stomach ... 20 tons of liver.

Here's a weird one: The students in a fine arts course obtained school funds and private grants and with these monies created a class project they said was "designed to challenge people's perception of art." The project consisted of the **13 students taking a holiday** at Spain's Costa del Sol resort, where they would delve into deep issues. They said that among the issues raised by their project would be whether there was any limit to what could be described as art. The kids returned from their "vacation" with radiant tans and snapshots of themselves at the beach. But the weird part is that some of the sponsors for the trip discovered that all the pictures had been staged and that the entire course was a "fake"! The students had created the entire incident and revealed that the "art" they were demonstrating was actually how easy it is to fool the press! (Of course, I could have made this entire story up to fool YOU. You never know ...)

From our Pachyderm Splooge File: Here's a job that's not for everyone. A zoo curator also serves as sperm extractor for the zoo's African elephant **(Yep, he jacks off Dumbo).** He covers himself hand-to-shoulder in lubricating jelly and rectally massages the elephant's pelvic urethra to stimulate his nerve glands and give him an erection, leading to the collection of sperm, which is rushed to a lab and analyzed. If regarded as potent, it is used for artificial insemination for the endangered species. The curator said that the elephant must enjoy the exercise because if he didn't, he could easily break his arm. (I've had some sorry-ass jobs, but nothin' like that!)

At a recent Whole Life Expo in Portland, Oregon, you could have your aura photographed and read, eat stuff made from beans that tastes just like chicken, have lights flashed in your eyes so you can meditate, have your life energy drawn, your meridians poked, and your kundalini rotated. You could also listen to workshops by people who channel dead folks, **talk to angels,** and promote eatin' psychedelic mushrooms like candy. But my favorite was the seminar by a dude who claimed that UFOs, space aliens, and Big Foot are all somehow connected. Hey, it could happen. I went to a Yeti Laundromat once and all my socks were sucked into another dimension.

On the subject of art, here's another one that's hard to figure out. A "masterpiece" was auctioned off for $288,000 recently—it was a concrete block with a tape recorder playing inside featuring a woman screaming. Four canvases were auctioned off for $882,000—they had only incorrect **mathematical equations** on them. And last, but not least, seven canvases were auctioned off for $574,000; they featured only the dates May 1-7, 1971, painted on them.



# Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 310 • APRIL 1999

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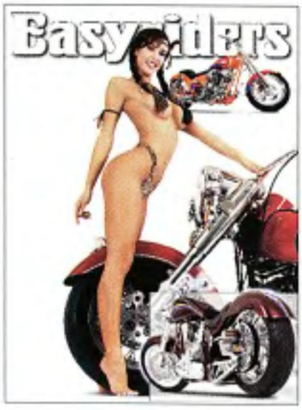

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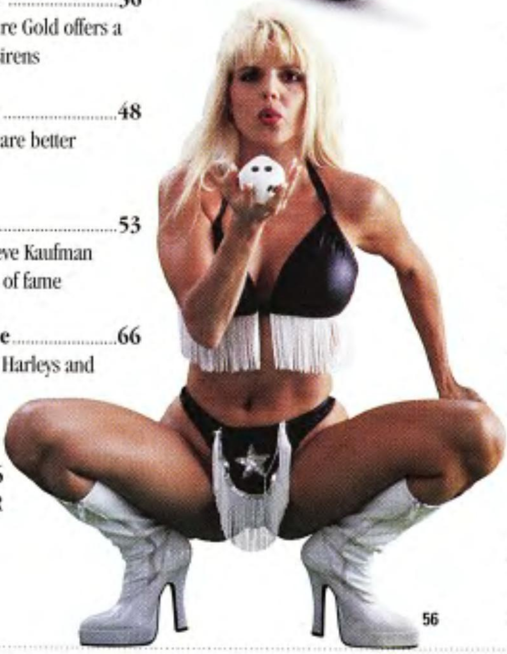


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**Cover photo of Linda O'Neil with the new Indian Chief by Jim Gianatsis. Special effects imaging by Daniel Ferguson.**

The next liver-quiverin' issue goes on sale April 1, 1999 **Printed in the USA**

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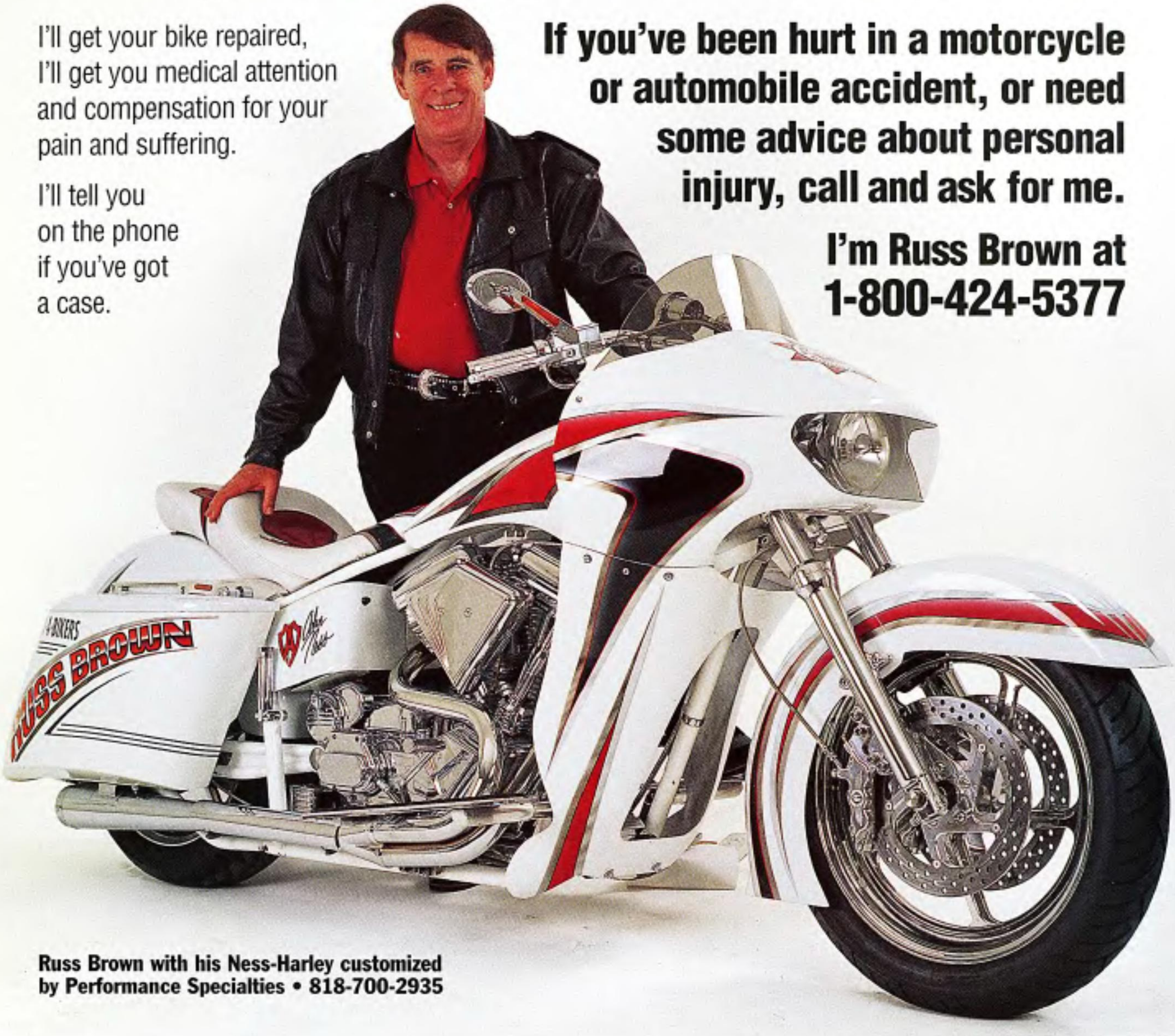


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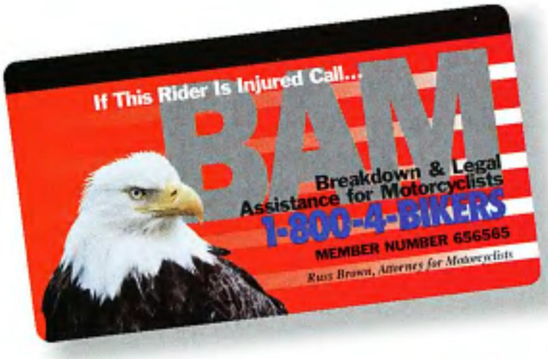


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# WordMonger

## Bronco Busted

In your article in the February issue (#308) on the Denver Broncos, there's an illustration by David Mann on page 106, and I noticed the same bike with the Bronco's logo on it throughout the piece. The bike is owned by defensive tackle David Diaz-Infante and he is very proud of it. There's a good picture of it on page 109. People might think David's bike is a Harley or a Titan, but it's actually a CMC bike that he had built to fit him. I enjoyed the article and hope you do more on sports figures who ride.

Carl Banning
Denver, Colorado

## Help!

This is to anyone who was at the '97 Easyriders Rodeo in Butler (Prospect), Pennsylvania. I was one of the trophy girl contestants and would like to purchase any copies of photos and/or videos of the contest. If anyone out there has any, would you please contact me? If it's any help, I had on the purple glittery bikini with black, thigh-high boots.

Lazonya
1538 Frederick Ave. S.W.
Canton, OH 44706

*Is your name really Lays-on-ya?*

## A Complaint

Just got my December issue—you guys put out one great rag! The new layout is wonderful. But I also like the way the mag used to look so I did what every good biker does—subscribe to *Biker* so I can have the best of both worlds.

Now that I'm done jerking off, let's get down to it. Phantom, what the hell are you thinking? As I'm flipping through the mag, I come to the story about Sturgis '98 on page 42 and what do I see—a stupid-ass Valkyrie. With all the real bikes there you'd think you'd be able to find something better to take a picture of.

Dammit, don't let that shit happen again. If you weren't responsible for the picture, find out who was and shit can 'im!

Cods van Crack
Dublin, Texas

*The dude was at Sturgis and ridin' happy. Leave him be ... at least he's in the wind.*

## He's Trippin'

I'm trippin' here. I see a lot of shit in this mag, but nothing like the shit in the December '98 issue. I'm talking about Dale Harbin's '69 FLH (page 149). This erection-raisin', nut-bustin' beauty has only one thing missing ... that I can see

anyway. Where's the damned kickstand? The bike isn't just leanin' on air, is it? How did y'all get her to pose like that?

Delon Neece
Woodville, Tex.

*Harbin's far-out FL utilizes the new Grabbit ultra sticky tires so that a jiffystand is a thing of the past. Actually, our imaging department did a little holiday magic on Dale's ride and took the background out of focus for effect. When they performed this computerized miracle, they took the kickstand with it.*

### Quantity is Not Quality

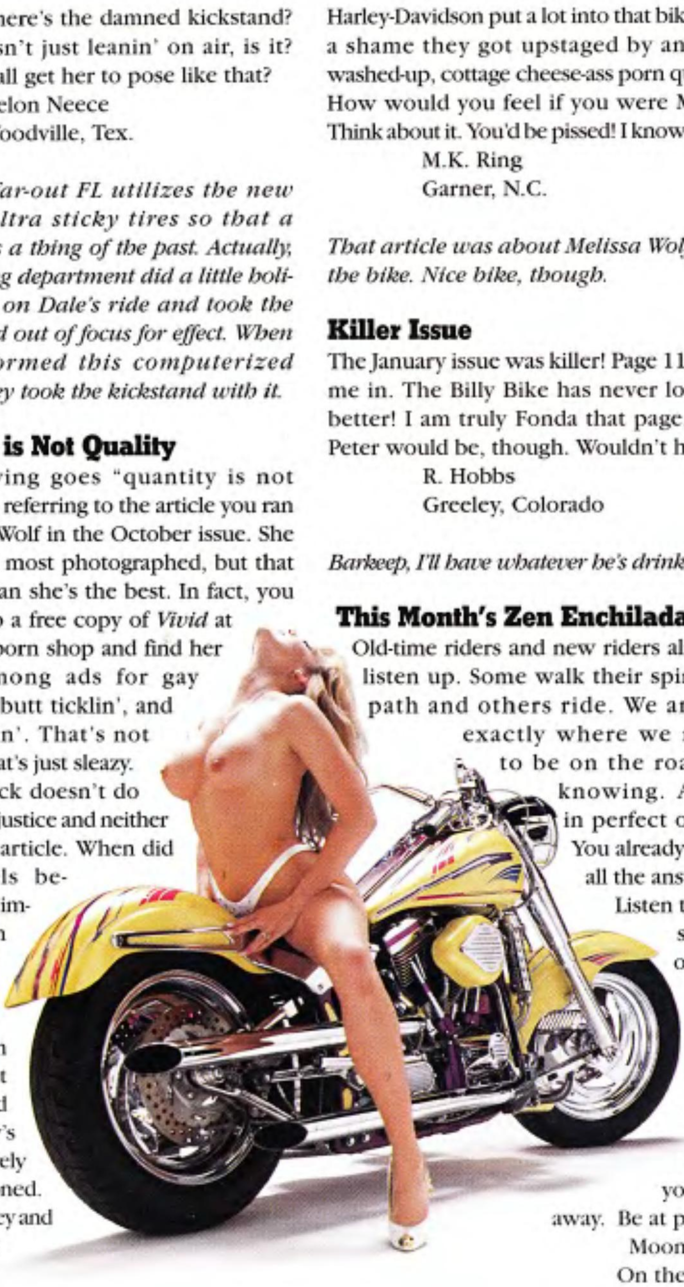
As the saying goes "quantity is not quality." I'm referring to the article you ran on Melissa Wolf in the October issue. She may be the most photographed, but that doesn't mean she's the best. In fact, you can pick up a free copy of *Vivid* at your local porn shop and find her posing among ads for gay chat lines, butt ticklin', and ear boinkin'. That's not quality—that's just sleazy.

That chick doesn't do the Fat Boy justice and neither does your article. When did the models become more important than the bikes? Melissa Wolf has never even ridden that bike and Mike Casey's Fat Boy barely gets mentioned.

Mike Casey and the boys at Ray Price Harley-Davidson put a lot into that bike. It's a shame they got upstaged by an old, washed-up, cottage cheese-ass porn queen. How would you feel if you were Mike? Think about it. You'd be pissed! I know I am.

M.K. Ring
Garner, N.C.

*That article was about Melissa Wolf, not the bike. Nice bike, though.*



### Killer Issue

The January issue was killer! Page 114 did me in. The Billy Bike has never looked better! I am truly Fonda that page. Any Peter would be, though. Wouldn't he?

R. Hobbs
Greeley, Colorado

*Barkeep, I'll have whatever he's drinkin'!*

### This Month's Zen Enchilada

Old-time riders and new riders alike—listen up. Some walk their spiritual path and others ride. We are all exactly where we need to be on the road to knowing. All is in perfect order. You already have all the answers. Listen to the sound of your bike and let the road rush by as you roll away. Be at peace.

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# COLD SHOT

A man dressed in black takes to the stage, a stiletto shape carrying a slim guitar, a signature hat, a legendary stance. Nimble fingers find the frets and the first strains of *Cold Shot* course through the concert hall with the force of all of God's angels singing as one. Even now, the great hall echoes ghostly rhapsodies left by one taken way too soon. Stevie Ray Vaughan is the inspiration for this magnificent chopper, a tribute in chrome and steel, a two-wheeled miraculous mural to the master of rock 'n' blues.

The creator of this pristine putt grew up around Roanoke, Virginia, and has been riding since 1974. Monty King owns King's Restorations in Cloverdale, a shop known for building killer street rods, rebuilding and restoring classic and vintage automobiles, and conjuring quality custom Harleys with the same precision that Stevie Ray used on his famous guitar.

Monty's first ride was a '74 Sportster, and now five Harleys later, he makes the ultimate statement about his love for life, music, and horsepower. "I'm in a three-piece Texas rock 'n' blues band called Flamethrowers," King says. "We do a lot of Stevie Ray's tunes, and for my personal ride I wanted to build a tribute to him."

## MONTY KING'S '53 PANHEAD TRIBUTE TO STEVIE RAY

SRV

Monty and his six-man team at King's Restorations began with a 1953 Panhead motor and tranny, fitting the legendary motor in a Santee frame, which Monty had raked and stretched, lowering the back end for that bad-ass look.

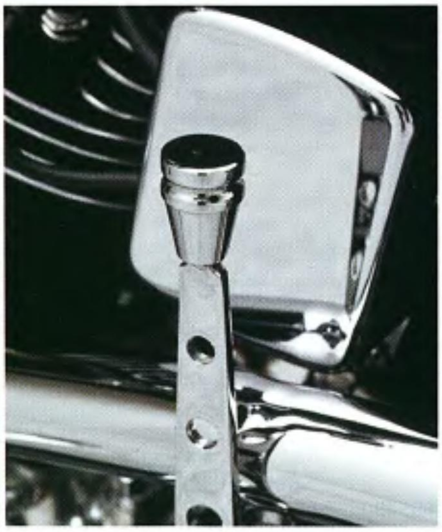
"I made most of the parts for this bike myself," Monty says proudly, "from the handmade pipes, chain guard, belt guard, forward controls and shifter, to the tanks, fenders, and seat."

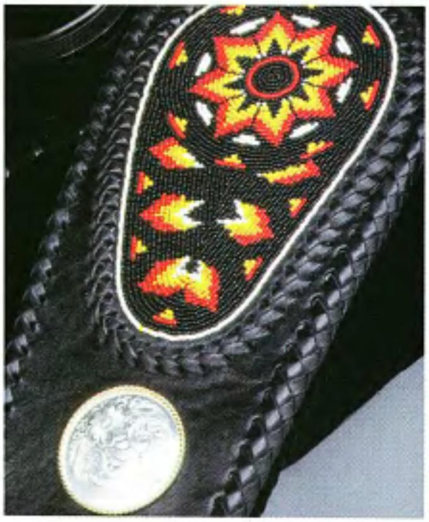
The unique braking system is also Monty's design. He wanted to keep the bars clean, going with a foot clutch and special custom foot controls.

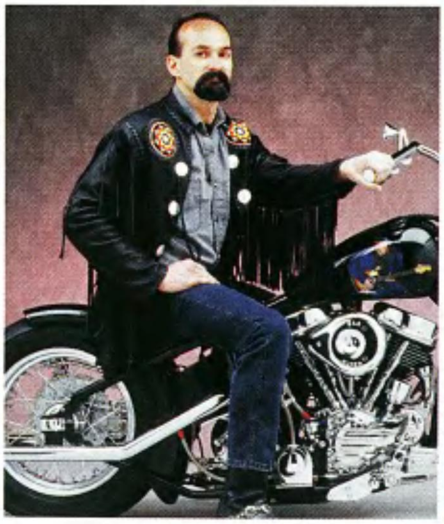
The crowning glory to this noble beast is the stunning mural work by the woman known as Crazy Horse—a moving memorial to a man and his music. It took the team at King's three years to complete this Cold Shot custom in their spare time and it is Monty's pride and joy.

What's next for these wizards of metal? Monty is building a radical 1976 FLH chopper and restoring a 1941 Indian Scout. The folks at King's can make your dreams come true too; give Monty a call at (540) 966-3911.

*—Phantom*







**Owner:** ........................Monty King
**City:** ....................Roanoke, Virginia

**General**

Fabrication:......King's Restorations
Year/make: .......................1953 H-D
Model: ..............................Panhead
Assembly: ........King's Restorations
Chroming: .................Paul's Plating

**Engine**

Year/model: .............1953 Panhead
Rebuilder:..............................King's
Ignition: ......................................H-D
Displacement: .......74 cubic inches
Lower end: ..................................H-D
Pistons: ..............................factory
Cases: .........................................H-D
Cam: ...........................Leineweber
Carb: ..........................................S&S
Pipes: ...................................King's
Modifications: balancing by King's, S&S air cleaner

**Transmission**

Year: .........................................1953
Modifications: ...................polished

**Paint**

Molding: ..............................King's
Painter:..................................King's
Color/type:.........................black/ICI
Special paint: ..............Crazy Horse

**Frame**

Year: ..........................................1994
Type: ....................................Santee
Modifications:........35-degree rake, 2.5-inch stretch, side panels

**Accessories**

Bars:..........................pullback drag
Risers: .................................6-inch
Fenders: ...............................King's
Headlight: ...................................H-D
Taillight: .............................catseye
Dash: ................................Dirty Bill
Pegs: ..................................Pro-One
Electrics: ..............................King's
Foot controls:.........................King's
Gas tank:...............................King's
Oil tank: ...............................Santee
Seat: ..................King's Upholstery
Mirrors: ...............................Pro-One
Grips:..........................Pat Kennedy

**Forks**

Type: ............................wide glide
Builder: ......................Pat Kennedy
Modifications: ..............2 under, Pat Kennedy trees

**Wheels**

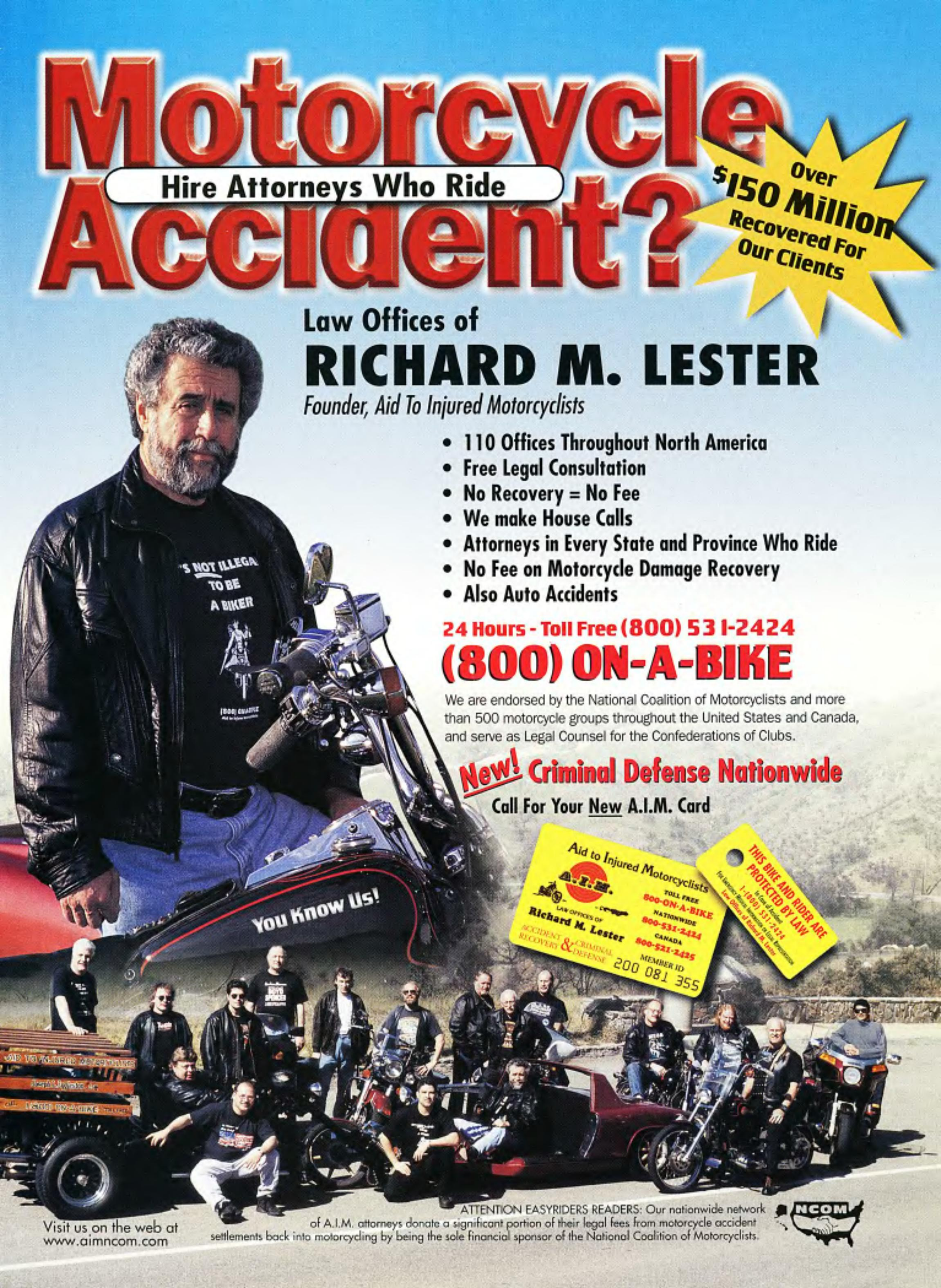
**Front**

Type:.....................................Akront
Size: ...................................21-inch
Tire: .........................................Avon
Brake: .......................................Tolle

**Rear**

Type: ...................................Akront
Size: ...................................16-inch
Tire: ........................................Avon
Brake: .......................................Tolle
**Photos:** ..................Michael Lichter

**2ND BEST OF SHOW**
*Easyriders* Bike Show Tour Columbus, Ohio, Feb. 13-15, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 12-14, 1999.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New from your pals at Harley-Davidson, this Softail Tool Kit is chock full of specially designed tools to perform a maximum number of functions. It's available at H-D dealers everywhere or check out the latest products and accessories online at: www.harley-davidson.com.

### Biker Movies

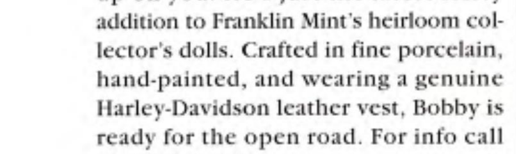
During those long winter nights there's nothin' like poppin' a coldie and hittin' play on one of these fine biker movies available from Whitehorse Press. Thrill to such B-movie madness as *Chopper Chicks in Zombietown*, Roger Corman's *Deathsport*, Peter Fonda and Warren Oates in *Race with the Devil*, Pamela Lee and her massive meat pelts in *Barb Wire*, the classic *Mask* starring Cher, and more. Call Whitehorse Press at (800) 531-1133 and get your popcorn ready.

### Handle This!

Take a gander at these brain-warping handlebars by Hill Products called, interestingly enough, HILLBARS. The folks at Hill make some pretty far-out goodies and these quality all-STEEL bars will set your Mad Max machine apart from the custom crowd. These wild, space-age bars look like something the Terminator might dig. Give 'em a call at (949) 515-9991 or visit their Web site at: www.hillproducts.com.

## Wild Child

Meet Bobby, the little Biker Baby from The Franklin Mint. Don't worry, Bobby doesn't wet himself, nor will he throw up on you. He's just the latest feisty addition to Franklin Mint's heirloom collector's dolls. Crafted in fine porcelain, hand-painted, and wearing a genuine Harley-Davidson leather vest, Bobby is ready for the open road. For info call 800-THE-MINT.




## Big Red Products

Few have what it takes to wear the death's head colors, but now all can proudly display their support for the Hells Angels of SFV by wearing Big Red Support Products. You'll find everything from T-shirts and muscle shirts, to sweatshirts, bandannas and more. For info on the complete line of products call (818) 885-8100 or visit their Web site at www.hamcsfv.com.

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Franklin Center, PA 19091-0001

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# Picture Perfect

**COULDN'T HAVE DONE IT BETTER HIMSELF**

Sometimes things just come easy. Well, let's rephrase that a little. After all, an overnight success usually ends up, upon closer inspection, being built on a foundation of a lot of hard work. But then again ...

Take Bill Porter here, for instance. Bill's one of those guys who has been into hot rods and custom sleds for years, so he knows what it takes to pull off a really fine ride. He understands the need for a custom bike to not only perform, but to look good as well. Well, over the years, Bill has had his share of bikes and hot rods, but to date, none of them has ever received the attention that the bike you see here always seems to get.

Bill's taken this sled to Laughlin, Nevada, Street Vibrations in Reno, and many other runs, and it's always the same attention magnet at every event. You'd think having a bike like this is the result of all those lessons learned over a lifetime of custom rides, but like I said earlier, sometimes it just comes easy. See, Bill's stable already had two tricked-out sleds, but as much as he liked them, neither was his idea of an ideal street bike. Then one day, about mid-week, he happened by Pro-One and saw this bike being built. The design ideas were those of Pro-One's owner, Steve Seidner, but once Bill saw it, he could have sworn they were all his. →

Suddenly, he was face-to-face with the bike he always knew he wanted. Everything was in its place, exactly the way he would have done it. Sure, you say, anyone can say that, but listen to this: After realizing that he had found his perfect bike, Bill hustled back home, promptly put his two sleds up for sale, and sold them that very weekend.

Yep, even after a year and change, Bill's still flyin' proudly in the saddle every chance he gets. In the wintertime, though, the weather in Sacramento can get kinda mucky, so he pulls the bike into the living room and decorates it with lights along with the Christmas tree. Honest. Bill says he's just that happy. And who can blame him? When everything comes together the way it did for Bill, a little pride ain't so bad ... as long as the Christmas lights come off in time for the first ride of the year. —*Wordman*

**Owner:** Bill Porter
**City:** Sacramento, California

**General**

Fabrication: Al Meadows
Year/make: 1998 Pro-One
Model: Pro-Quad
Assembly: Al Meadows
Chroming: Pro-One

**Engine**

Year/model: 1998 Evo
Rebuilder: Pro-One
Ignition: Compu-Fire
Displacement: 97 cubic inches
Lower end: S&S
Pistons: JE
Cases: S&S
Cam: Pro-One
Carb(s): Mikuni
Pipes: Pro-One
Modifications: ...balancing by S&S, S&S lifters, Mikuni/Pro-One air cleaner

**Frame**

Year/type: 1998 Pro-Quad
Builder: Pro-One
Shocks: Pro-One
Modifications: ......molded fender struts, 38-degree rake, 3-inch stretch, cantilever swingarm

**Transmission**

Year: 1998
Modifications: Andrews gears

**Paint**

Molding: Al Meadows
Painter: Roger Bowman
Color/type: plum brandy/House of Kolor
Special paint: graphics

**Accessories**

Bars: Pro-One
Handlebar controls: H-D
Fender(s): Jesse James
Headlight: Headwinds
Taillight: Pro-One
Speedo: Pro-One
Dash: none
Pegs: Pro-One
Foot controls: Pro-One
Gas tank: Pro-One
Oil tank: Pro-One
Oil system: Pro-One
Seat: CDM
Mirrors: Pro-One
Grips: Pro-One

**Forks**

Type: 41mm wide glide
Builder: H-D
Modifications: ....Pro-One fork boots/trees

**Wheels**

**Front**

Type: Pro-One
Size: 18-inch
Tire: Avon
Brake: Pro-One

**Rear**

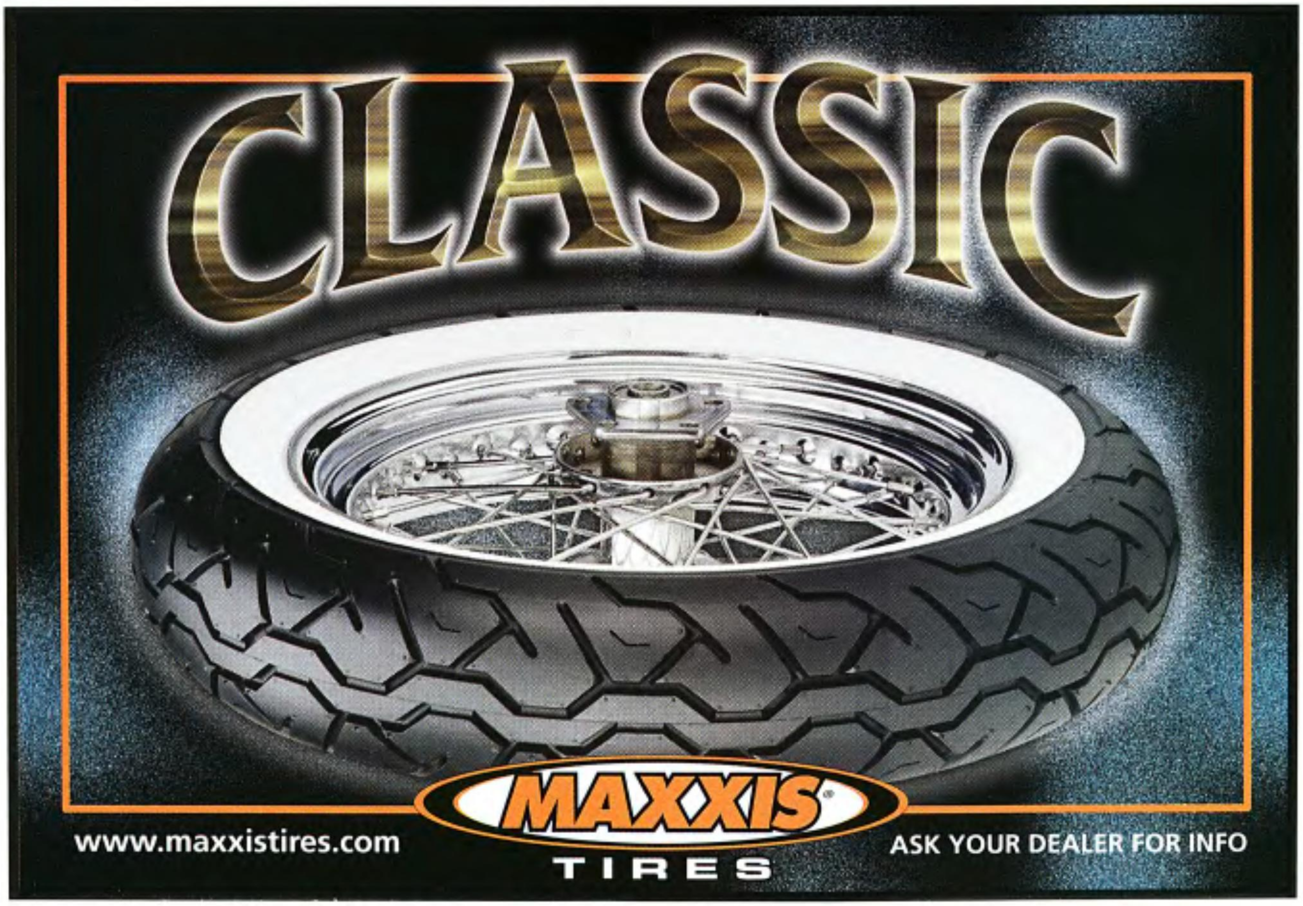
Type: Pro-One
Size: 18-inch
Tire: Avon
Brake: Pro-One

**Photos:** Jim Gianatsis

*Did you hear about the biker chick who was recently seen packing both a 38 and a 45?*

*It's the last time she'll ever pick out a plastic surgeon from the Yellow Pages.*

Risky
Ogden, Utah

# Happenings

**ALABAMA**
ABATE of Alabama
Info: (205) 820-9265

**ALASKA**
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

**ARIZONA**
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

**ARKANSAS**
ABATE of Arkansas
Info: (501) 888-5893

Four States Rally/Spring Run
Date: March 26-28
Place: Hope
Info: (870) 777-5870

**CALIFORNIA**
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Swap Meet
Date: March 7
Place: Fairgrounds, Ventura
Info: Harry (805) 650-6777

Ride For Kids
Date: March 21
Place: San Bernardino
Info: (800) 253-6530

Leather Weather Poker Run
Date: March 28
Place: Rock Store; sign-up: 9-11 a.m.
Info: (805) 494-3287, (805) 484-1607

**COLORADO**
ABATE of Colorado
Info: (303) 659-6374

**CONNECTICUT**
Conn. Motorcycle Riders Association
Info: (860) 588-6666

**DELAWARE**
ABATE of Delaware
Info: (302) 834-5793

**FLORIDA**
ABATE of Florida
Info: (407) 668-5006

**GEORGIA**
ABATE of Georgia
Info: (404) 294-8900

ABATE Run To The Sun
Date: March 5-7
Info: (404) 294-8900

District 8 Cook-out
Date: March 13
Info: (706) 736-1350

District 10 Chili Cook-off
Date: March 13-14
Info: (912) 374-6256

North Ga. Swap Meet
Date: March 20
Place: Gainesville
Info: (404) 294-8900

Debi Bemis Memorial Poker Run
Date: March 21
Info: (770) 442-1780

**HAWAII**
Street Bikers United of Hawaii
Info: (808) 842-5530

**IDAHO**
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for M/C Safety
Info: (208) 345-6231

**ILLINOIS**
ABATE of Illinois
Info: (309) 343-6588

Swap Meet/Bike Show
Date: March 14
Place: Gateway Center, Collinsville
Info: (618) 224-9180

ABATE SW Region Marble Run
Date: April 1- October 2
Info: (618) 224-9180

**INDIANA**
ABATE of Indiana
Info: (317) 422-8040

**IOWA**
ABATE of Iowa
Info: (515) 858-5001

Motorcycle Parts Extravaganza
Date: March 7
Place: Hawkeye Downs Fairgrounds
Info: (319) 462-6011

**KANSAS**
ABATE of Kansas
Info: (913) 597-5140

Capital City Motorcycle Show
Date: March 19-21
Info: (785) 232-8847

**KENTUCKY**
Kentucky Motorcyclists Assn.
Info: (800) 68-CYCLE

**LOUISIANA**
ABATE of Louisiana
Info: (800) 393-5966

Poker Run/Cook Out
Date: March 27
Info: (800) 969-3541

Louisiana Bike Expo
Date: March 27-28
Place: Alario Events Center, Westwego
Info: (504) 828-RIDE
www.scooterpromotions.com

Vernon Spillway Campout/Run
Date: April 2-4
Info: (800) 393-5966

Blessing of the Bikes
Date: April 4
Place: New Orleans
Info: (800) 431-7231

**MAINE**
United Bikers of Maine
Info: (207) 884-6284

**MARYLAND**
ABATE of Maryland
Info: (410) 263-9185

**MASSACHUSETTS**
MMA of Massachusetts
Info: (800) 432-1662

**MICHIGAN**
ABATE of Michigan
Info: (313) 421-4367

Giant Motorcycle Swap Meet
Date: March 20
Place: Civic Center, Saginaw
Info: (800) 968-4242 (Mich. only)
(800) 941-0815

**MINNESOTA**
ABATE of Minnesota
Info: (800) 224-6570

Minn. Motorcycle Riders Association
Info: (612) 541-1704

**MISSISSIPPI**
ABATE of Mississippi
Info: (601) 825-4646

**MISSOURI**
Freedom of Road Riders
Info: (800) 309-RIDE

**MONTANA**
ABATE of Montana
Info: (406) 434-2473

**NEBRASKA**
ABATE of Nebraska
Info: (402) 489-0651

**NEVADA**
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of
Concerned Motorcyclists
Info: (702) 870-6121

**NEW HAMPSHIRE**
N.H. Motorcyclists Rights Assoc.
Info: (603) 627-3528

**NEW JERSEY**
United ABATE of N.J.
Info: (732) 549-1990

**NEW MEXICO**
ABATE of New Mexico
Info: (505) 585-9789

**NEW YORK**
ABATE of New York
Info: (607) 387-3433

Iron & Ink Tour '99
Date: March 27
Place: Newburgh Armory
Info: (518) 346-0521, (518) 893-2273

**NORTH CAROLINA**
Concerned Bikers Association
Info: (910) 866-5434

Bike Show and Raffle
Date: March 20
Place: Durham H-D
Info: (919) 682-6695

**NORTH DAKOTA**
ABATE of North Dakota
Info: (701) 223-5609

**OHIO**
ABATE of Ohio
Info: (800) 252-4537

**OKLAHOMA**
ABATE of Oklahoma
Info: (918) 836-9559

Freedom Rally
Date: March 18
Place: Capitol Building
Info: (918) 266-3604

**OREGON**
ABATE of Oregon
Info: (503) 285-4329

**PENNSYLVANIA**
ABATE of Pennsylvania
Info: (717) 234-3777

Bike Show & M/C Parts Extravaganza
Date: March 14
Info: (319) 462-6011

**RHODE ISLAND**
R.I. Motorcycle Association
Info: (401) 722-1122

**SOUTH CAROLINA**
ABATE of South Carolina
Info: (803) 283-0819

**SOUTH DAKOTA**
ABATE of South Dakota
Info: (605) 347-4009

**TENNESSEE**
CMT/ABATE of Tennessee
Info: (615) 883-5024

**TEXAS**
ABATE Confederation
Info: (409) 849-0258

TMRA II
Info: (512) 459-6777

Fun Run to Mexico
Date: March 12-14
Info: Preacher (956) 428-4031 or
Texas Rose (956) 797-5136

**UTAH**
ABATE of Utah
Info: (801) 627-1117

**VERMONT**
Freedom of the Road Riders
Info: (802) 325-3507

**VIRGINIA**
ABATE of Virginia
Info: (804) 846-8810

**WASHINGTON**
ABATE of Washington
Info: (425) 643-9675

**WASHINGTON, D.C.**
ABATE of D.C.
Info: (202) 546-0953

**WEST VIRGINIA**
ABATE of West Virginia
Info: (304) 547-5495

**WISCONSIN**
ABATE of Wisconsin
Info: (715) 284-7415

**WYOMING**
Wyoming Association of
Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

Wyoming Motorcycle Show & Swap
Date: April 3
Place: Central Wyo. Fairgrounds, Casper
Info: (307) 267-8818

**NATIONAL**
American Motorcyclists
Association (AMA)
Info: (614) 891-2425
Web site: www.ama-cycle.org

Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
Web site: www.xmission.com/~mrf

National Coalition of
Motorcyclists (NCOM)
Info: (800) 525-5355

**CANADA**
Motorcycle Swap Meet/Bike Show
Date: March 27-28
Info: (705) 778-2275
motorcycleswapmeet@accel.net

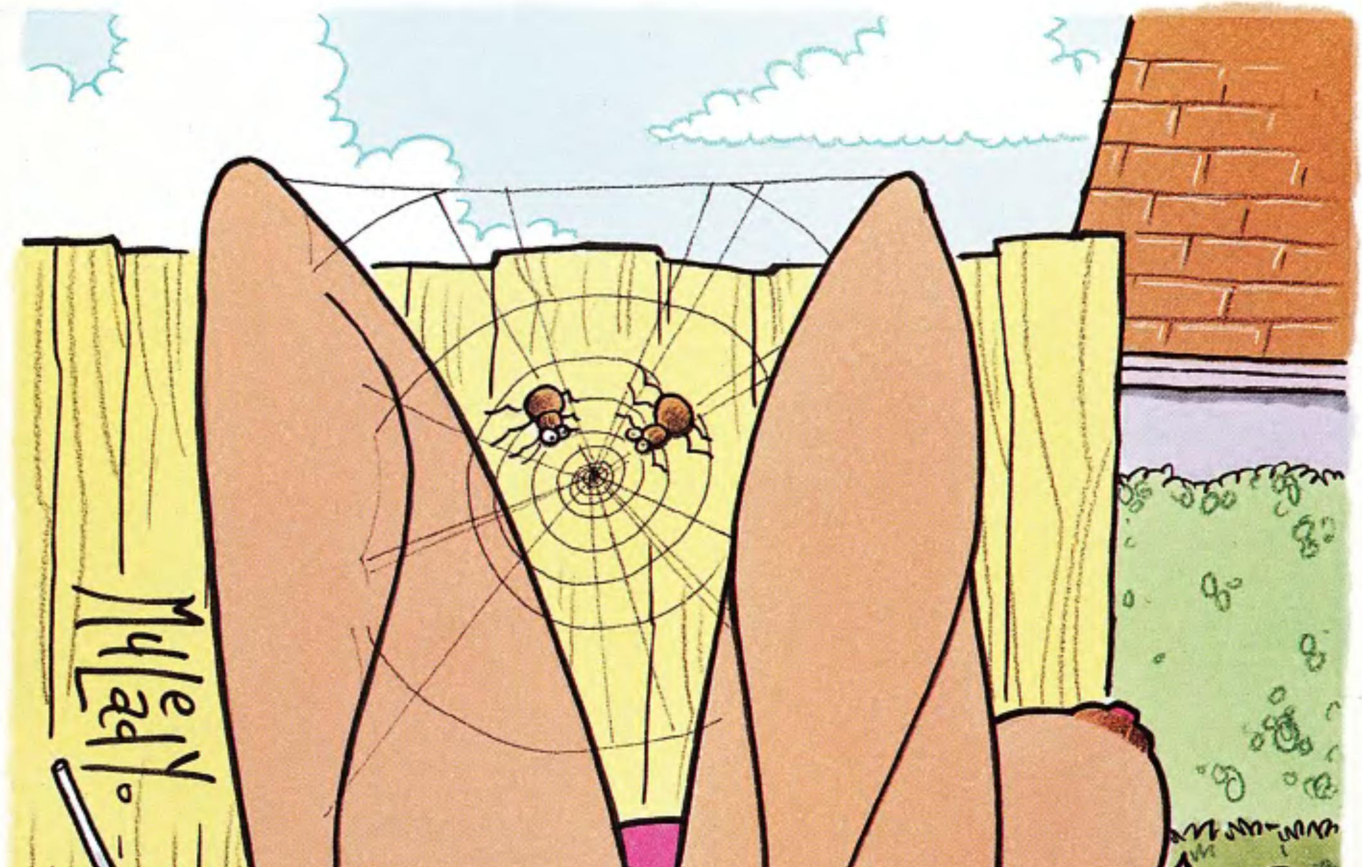
**EUROPE**
Federation of European
Motorcyclists (FEM)
Info: 011 32 2 736 9047

Bobba Weegee Rocky
Mountain Oyster Rally
Date: Pretty damn soon
Place: Who's Gonna Put It
Info: Who's Gonna Make It

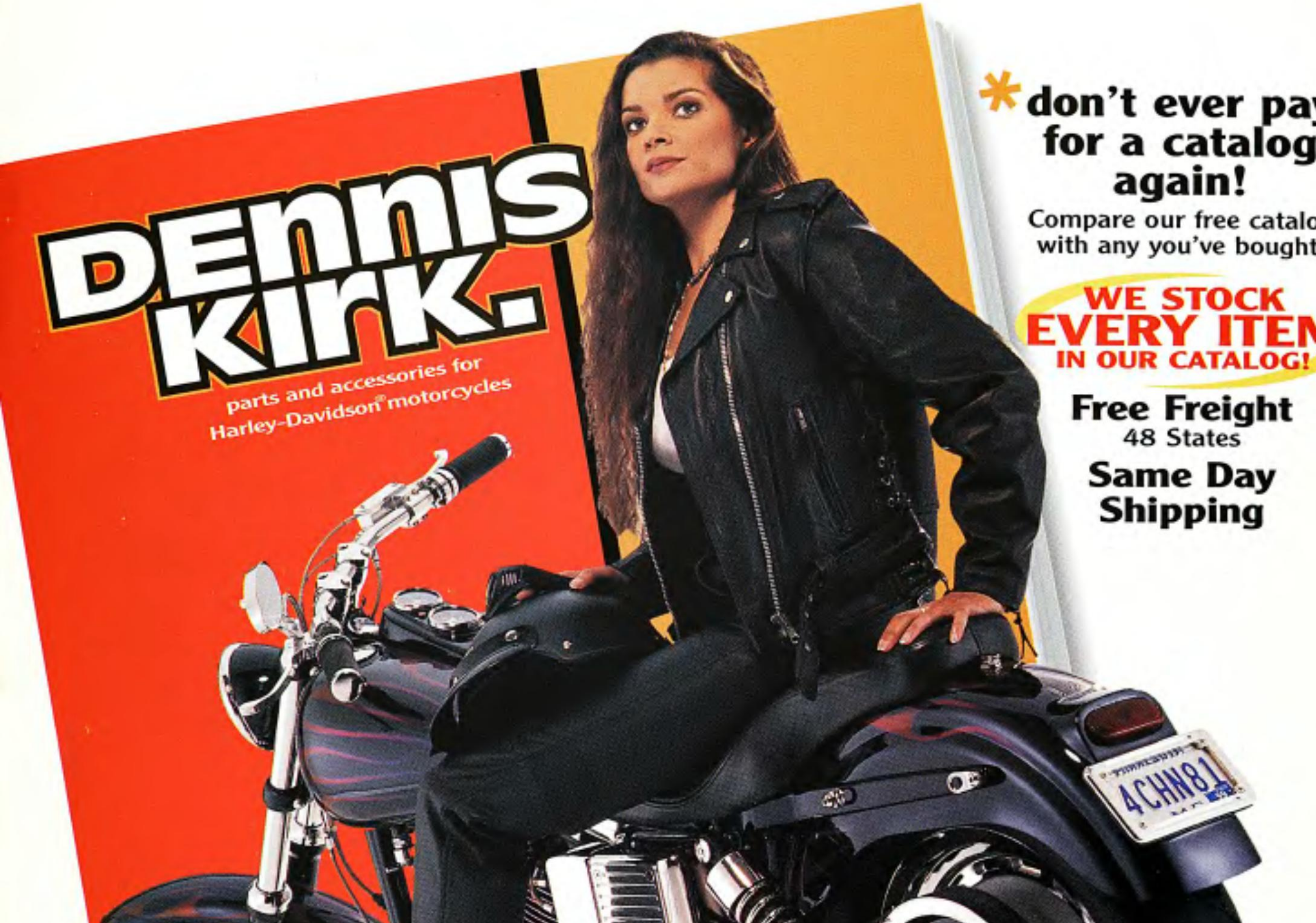
To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; Web site: www.easyriders.com.

*What do you call one bleached blonde blowing air into another bleached blonde's ear?*
*Data transfer.*

Cousin Hank, Portsmouth, N.H.




*"WOW! Great web site!"*

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Easynews

If it's of interest to bikers, we'll print it.

**headline story of the month**

# Easyriders on Speedvision

Easyriders is everywhere these days, and we're proud to announce that you can check out Easyriders tech tips, motorcycle road tests, and more on cable TV and over satellite on Speedvision's *American Thunder* show. Beginning this spring, each episode will feature a special segment by Easyriders. In the first such segment *Easyriders* Editor Dave Nichols will introduce the new Indian motorcycle, with a little help from Indian's spokesperson Branscombe Richmond and California Motorcycle Company's Rey Sotelo. Check local channel listings for date and time and if you don't get Speedvision, contact your cable provider and say, "I want my Speedvision!"

*—Bob A. Weegee*

**politics** *Election News*

# Biker Politicians Re-elected

Motorcyclists' rights activists in many states are celebrating the return to office of such biker politicians as U.S. Senator Ben Nighthorse Campbell of Colorado, a longtime motorcyclist and member of the NCOM Legislative Task Force, who won re-election November 3, 1998, by an overwhelming margin. In fact, every legislator serving on the NCOM Legislative Task Force who faced re-election this fall was successful at defending his/her seat: Wisconsin State Senator Dave Zien, South Dakota State Representative Jim Putnam, New Mexico State Representative Rick Miera, Florida State Representative Nancy Argenziano, and West Virginia State Delegate Greg Butcher. NCOM would also like to congratulate newly elected Kentucky State Representative Carolyn Belcher, an active member of the Kentucky Motorcycle Association (KMA/KBA) who received a campaign contribution from NCOM through the "Get Our People Elected" program. Congratulations to all! *—NCOM*

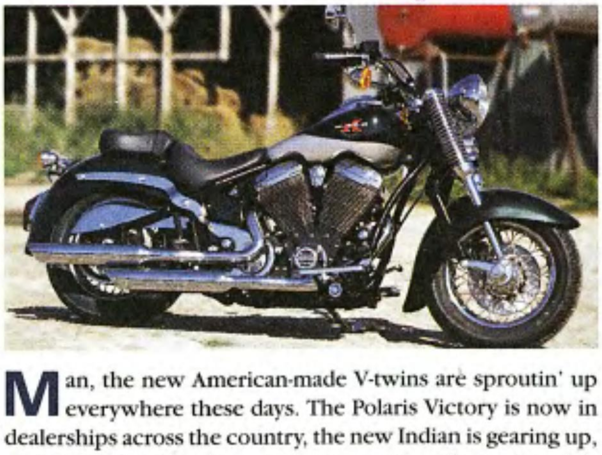
**shop spotlight** *Charity Benefit*

# JIMS Open House

On October 25, JIMS Machining hosted its second annual Open House. More than 1,000 people showed up and raised over $4,600 for a local charity called "The Camarillo Hospice," which is dedicated to providing volunteer support to the terminally ill and the bereaved. The day included lots of food, entertainment, shop tours, dyno tests, a bike and car show, and displays by motorcycle manufacturers and parts distributors. JIMS makes engine and transmission parts, and is one of the largest suppliers of specialty tools designed for use on Harleys.

**motorcycle manufacturers' update**

# First Super X Rolls Off Assembly Line



Man, the new American-made V-twins are sproutin' up everywhere these days. The Polaris Victory is now in dealerships across the country, the new Indian is gearing up, and Excelsior-Henderson announced on December 30, 1998, that its very first Super X Commemorative Serial #0001 rolled off the assembly line and headed to the Excelsior-Henderson Heritage Motorcycle Museum. The big birth announcement came exactly five years after the company first opened it's doors. Initial shipments of the Super X will hit dealer showrooms by the time you read this. For more info call (612) 873-7000.

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gang colors

## Gang Affiliation Notification

In Portland, Oregon, police have come up with a new twist to harass bikers, and opposition to it has already surfaced from the new Oregon Confederation of Clubs. The police have cooked up this scheme to peg local patchholders as members of "criminal gangs." The biker actually gets an official "Gang Affiliation Notification" letter from the cops, and he gets to have a couple of hearings. If you don't contest it, or if you just never get the notice, your name is burned in on that police computer.

A member of the Portland Chapter of Brother Speed MC received such a letter, so we asked for a hearing. Turns out this hearing is just a meeting with a cop at a cop shop. All the patchholder could argue is that he's not a member, not whether Brother Speed MC is, in fact, a criminal gang. What's worse, their definition of a criminal gang could apply to an Elks Lodge as easily as to a patchholder's club. I've been to law school, and this just doesn't pass that time-honored analysis, the "smell test."

In fact, it stinks.

The patchholder and I went to the first hearing, and, of course didn't prevail, so we're off to the next level, which involves some sort of so-called community forum. Yeah, right. Whose community? I asked the cops to put some bikers on that forum. But I won't hold my breath.

In the meantime, we're looking long and hard at this ordinance here in Oregon, for our own sake, and because your town could be next. With the help of our own civil rights biker lawyer, Spencer "Spike" Neal, you'll be hearing more about it and we'll keep you posted in Easynews.

—*Sam Hochberg,*
*Oregon AIM Attorney*

*Word on the street has it that Senator Jesse Helms is opening up an exclusive chain of fried chicken restaurants.*

*They're only gonna serve right wings and assholes.*

James Wheway
White Deer, Pa.

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- Supporter of the National Helmet Law Protest Rallies

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short strokes

# April Fueled

This is the damn April issue—you should receive this around the first of March. I'm sitting here in front of my Panhead desk staring at my computer monitor on the 7th of December. So now you know that when you see some bike mag writer/editor at an event in June and he is wearing a Santa hat, he's not crazy—he's on time. Let's ride into the news: **Trev Deeley,** the largest, longest, and only distributor of Harley-Davidsons in Canada has a riding group that meets once a week and goes nowhere. No, no, wait, I'm wrong. They participate in everything from dinner nights to movie nights, arcade nights, etc. Now get this: Sportster owners get a complimentary membership; all us other fools pay $15 annually (xlriders@hotmail.com)...Here's the kind of story I like. It's cut to fit here, which doesn't do it justice, but you'll get the feeling: "I never pay attention to my birthday, but when it rolled around, a card arrived in the mail that transported me back to some of the best years of my life. The card contained only the greeting "Happy Birthday" and was accompanied by a ruby red kiss. A similar card has come each year since 1978, when I left Chicago and returned to Florida for good. During my first year back, I was living in Key West when a card came from Chicago. Since then, cards have come from several other cities. My Harley was the reason I left the Windy City. I wanted to be able to ride my Super Glide every day of the year. My love of Harleys began in Fort Lauderdale after I entered first grade. My father had a baby-blue 1948 Panhead, which taught me that the open road is paradise. I can hear my girlfriends' laughter over the years and feel their loving arms wrapped around my waist as we roared along the nation's highways. Which one, I wonder, still sends me **a kiss on my birthday?"** Story by Bill Maxwell, a columnist from the *St. Petersburg Times*...Excelsior-Henderson displayed a production model of the **1999 Super X cruiser** at Sturgis and several other events, but the question most often raised was: What will the suggested retail price (MSRP) for the inaugural 1999 model be? Well, here it is. The

MSRP for the Raven Black Super X is $17,950. Two-tone models (Excelsior Green with Metallic Oyster and Henderson Blue with Metallic Silver) will go for $18,515. California models will be tacked with an additional $195 for emissions-related equipment. Each bike will have a limited factory warranty, which covers the bike for 12 months with unlimited mileage, with an available extended warranty option available. They're available at dealers now...There's an incredible motorcycle museum open to us folks for free. It's **Dale Walksler's Wheels Through Time Motorcycle Museum** adjacent to Dale's H-D of Mount Vernon, Illinois. The museum encompasses nearly a century of American motorcycling—160 bikes dating back to 1903 are surrounded by artwork, literature, and memorabilia. Visitors are free to take photographs and videos *(Motorcycle Dealernews)*. Dale points out that the new 1999 Twin Cam is not an entirely new concept. Twin Cam Harleys have actually been around since 1920. Dale has a 1928 Twin Cam on display, one of eight original Harley Twin Cams that grace the Wheels of Time Museum. You won't believe it until you see it...**Bikers and NASCAR** seem to run on the same track. Now Polaris Industries and Butch Mock Motorsports (BMM), owners of the #75 Remington Arms/Polaris Ford Taurus that races on the NASCAR Winston Cup circuit, have announced the signing of driver Ted Musgrave for the 1999 season. Hell, even we poor fools are trying to sell a few T-shirts and raise the coin to sponsor John Young, who drives in the Winston West series, already sporting Easyriders on the hood of his car...And from the motorcycling vocation department: A convicted motorcycle-riding bank robber (in Jerusalem) received a reduced prison sentence for good behavior. He was famous in Israel in the late '80s for his bike getaways. His statement in court during sentencing was that robbing banks was the only way he could have a **"decent lifestyle."** That's what I've always said about being a biker...Here are a couple of little-known facts. The original Harley-Davidson shed was stored behind the Juneau factory building until someone was given the assignment to clean up the mess out back. The industrious youth **made kindling out of the historic shack**. And recently, while Martin Jack Rosenblum was checking the restoration of a 1903 Harley he discovered that "01" was stamped into many components. "I was **discovering the most important bike in history** and learning its secrets," he said. The bike is now in the foyer of the Juneau offices. Marty is also working to dust off all the H-D archives and build a complete factory museum for our folks to visit while in Milwaukee...And finally, from Bandit's Bikernet (www.bikernet.com), Hal writes, "Lee is pullin' your pud. The SU carb was invented in 1905 by George Skinner in England. He formed a company with his brothers named Skinners Union, where this product took its name. The company was sold to Morris Motors, eventually becoming part of British Leyland. **Skinnin' critters** may be where the family name came from, though...That's it folks for this edition. Now it's time to plan for another season, another scoot, another trip to Sturgis, and another date for Saturday night. A biker's life is nonstop.

*—Bandit*

*Special thanks to Parkay, the readers of Bandit's Bikernet (bikernet.com), Bill Jones, and the ABATE of Oregon Newsletter.*

mro news

## 14th Annual NCOM Convention

Co-hosted by ABATE and MMA of Arizona, including the Arizona Confederation of Clubs, the 14th Annual NCOM Convention will be held May 6-8, 1999, in Phoenix. For room reservations contact the Embassy Suites in Phoenix: (800) 527-7715. Mention NCOM for the special room rate of $59 single/double. This includes breakfast and happy hour.

For transportation to and from Sky Harbor International Airport, catch the Super Shuttle and mention NCOM for a discount rate of $5 each way. For additional information contact NCOM's Bill Bish at (800) 525-5355.

*What's the sexiest thing about a Jap bike? The part that's a recycled blow-up doll.*
Eddie Mills
Alaska


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entertainment

# Easyriders Streamliner on Speed Demons

Watch the all-American Easyriders Streamliner blast down the salt at Bonneville to take the title as the world's fastest motorcycle on the new Learning Channel show, *Speed Demons—Maximum Velocity.* The show captures all the heart-stopping action of our record-breaking attempt, the crash at over 300 mph, and our ultimate run that set the all-time record of 322.150 mph. *Speed Demons* will air on April 4 and 7 at 10 p.m. EST and on April 11 at 3 p.m. EST. Check local listings for last-minute changes.

government

# The Voters Have Spoken

*Safety vs. Freedom*

Once again, our thanks to the AMA's Terry Lee Cook for passing this on to us. It seems the safety-crats in the town of Seymour, Connecticut, recently decided that in order to protect its citizens and visitors from themselves, they would enact four new laws punishable by substantial fines. They were: 1) No smoking in public for anyone under the age of 18; 2) All ages will wear a protective helmet while riding a bicycle; 3) No outdoor advertisement of liquor or tobacco; and 4) No motorized vehicles (*read* ATVs and off-highway motorcycles) on any city property.

Those who rightfully felt these laws were an infringement on their personal freedoms supported a public referendum overturning these laws. As a matter of fact, needing only 475 votes to kill it, they received 690 votes from the 2,000 voters in that town. One of the city fathers is now upset, stating, "Any law that boosts public safety by any government is a good one." Perhaps this clown should move to California. He'd be right at home with the freedom-stealing politicians we have to deal with out here!

—*Twiggy*

free Easyriders

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two-wheeled tidbits

# News From Around The Bikin' World

**Chicago:** Some members of the city council proposed a ban on motorcycles on Lakeshore Drive. However, Lakeshore Drive is a government funded highway and a ban would be against federal law according to the new TEA21, the Federal Highway Funding Act. A few residents in the area complained about noisy motorcycles.

**Washington:** NHTSA's new videotape lobbying the general public about helmet laws was recently released and is an outright attempt to set in motion the demise of motorcycling in this country by skirting around the law that the U.S. Congress passed prohibiting NHTSA from lobbying legislatures. The video implicitly implies that without mandatory helmet laws, bikers will costs the public untold millions because we choose to ride in the first place. The video's free, and your tax money paid for it!

**Pennsylvania:** Unfortunately, the infamous "Trooper Devlin" won his appeal of the $400 fine for killing Ken Fowler, a motorcyclist and family man on his way home, during an ill-advised car chase of a cage driver suspected of having expired plates. Devlin's fine was reduced to $140 and expect to see him reinstated in Pa.'s state law enforcement system.

**Florida:** Mike Tyson isn't the only boxer that has trouble keeping motorcycles upright. Hector "Macho" Camacho crashed his bike in Orlando and was cited for reckless driving, driving with a suspended license, including riding without a motorcycle endorsement.

**Massachusetts:** A company has a new anti-theft device that just might be a good thing for motorcycles. It has a motion sensor that activates an alarm if a vehicle's angle of rest is disturbed. The device is by Analog Devices in Norwood, Mass., and sells for around $25.

**Greece:** The cops are so worried about the rise in bank robberies committed on motorcycles they are purchasing 100 of their own to try and combat the trend. Let's hope they take a rider education course before they're turned loose on the public.

*—Gunny, Oregon AIM Chief of Staff*

organizations

# Reel Riders

You may have seen these surly mug shots before, but not on *America's Most Wanted.* These are the Reel Riders, a group of hard-ridin' brothers and sisters who appear in sundry television shows, commercials, and movies with their iron steeds. Hey, Hollywood, need real honest-to-god bikers for your film project? Give Doug Ford a call at (562) 422-6997.

investment news

# Two-Wheeled Investor

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|---|---|---|---|---|---|
| BIKR | BIKER'S DREAM | 1998 | 4 9/32 | 01/19/99 | 9 7/32 - 2 1/2 |
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| BIGX | EXCELSIOR-HENDERSON | 1997 | 8 7/8 | 01/19/99 | 10 - 4 7/8 |
| HDI | HARLEY-DAVIDSON | 1997 | 48 3/4 | 01/19/99 | 47 1/2 - 24 15/16 |
| PII | POLARIS/VICTORY | 1997 | 34 5/16 | 01/19/99 | 39 15/16 - 24 |
| TMOT | TITAN MOTORCYCLES | 1997 | 3 7/8 | 01/19/99 | 6 3/4 - 3 |

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# PUREGOLD'SGOLDRUSH

A NORTH CAROLINA FOX HUNT SEARCH FOR A GOOD CAUSE

Sometimes all that glitters *is* gold. The quiet seaside town of Wilmington, North Carolina, discovered that last August 22, when their sleepy berg was rocked by the sound of straight pipes and the sight of leather-clad men and women, who roared into town for the Gold Rush, a benefit for the Duke Children's Miracle Network.

For this Gold Rush, it didn't take much digging to find the precious metal and shimmering jewels. Bikers just pulled into the parking lot of Pure Gold, the area's premier gentlemen's club, where they and a co-sponsors Bikers Dream were hosting a custom bike show and Fox Hunt Search.

In addition to the vast assortment of eye candy, attendees →

were treated to some mighty fine North Carolina pit-cooked barbecue. Inside the club, black leather blended with the posh setting as the luscious ladies took to the stage to tempt even the most jaded scooter tramp. Local DJ and biker Chris "Pretty Boy" London spun the wax and set the house jumpin' as the dazzling dancers bumped and grinded themselves into a frothy frenzy.

Three bad-ass bands, including Tobacco Trailer and the feature band, Automatic Slim, rocked the night away under the big top tent in the parking lot. The grub and suds flowed, the girls shimmied, and everybody had pure fun at Pure Gold.

"The Gold Rush is something we tried this year for the first time," said Pure Gold partner and general manager Jerry Reid Jr.

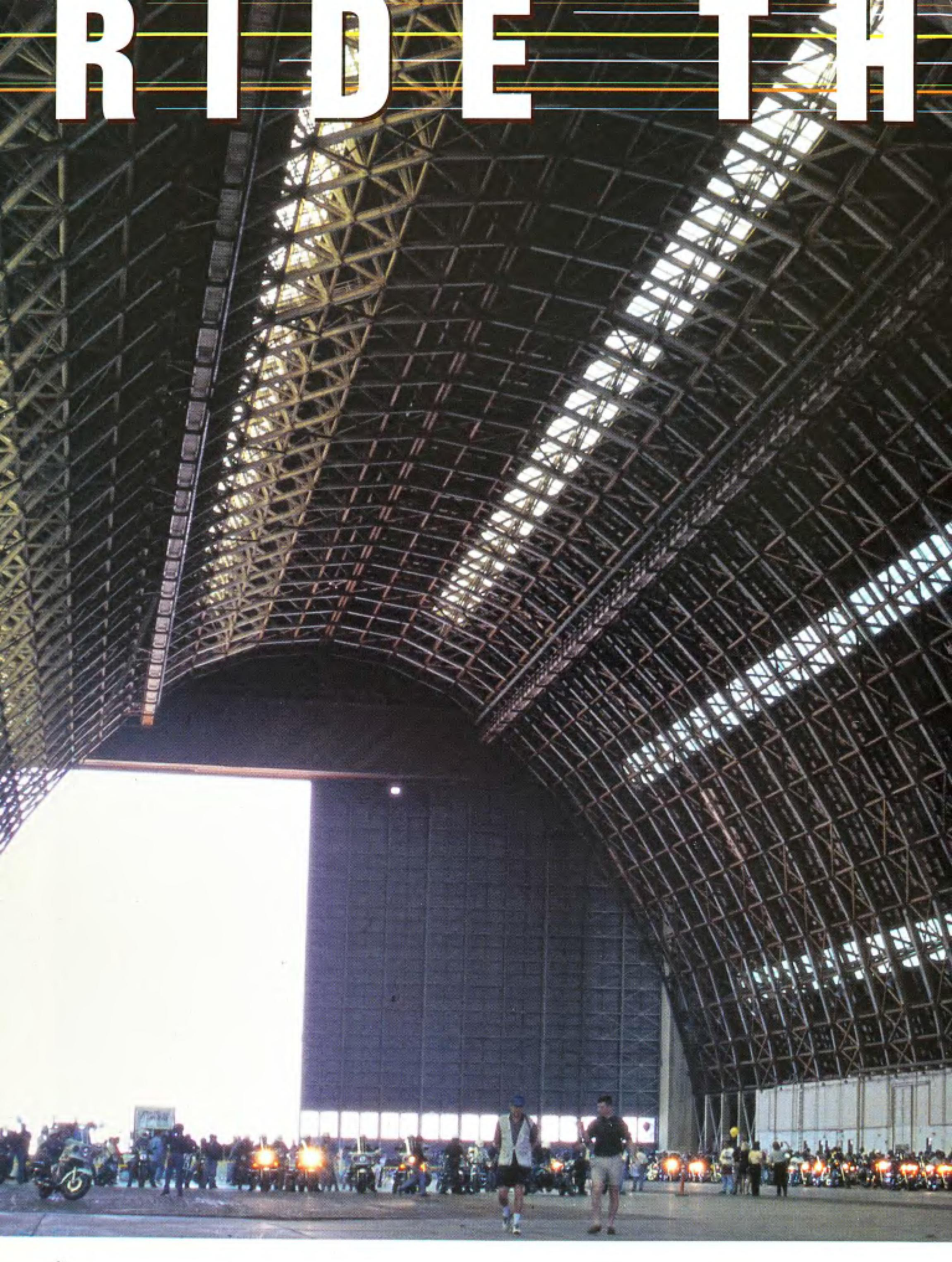
"We wanted to do something for the community and bikers are known for their involvement in any charitable event." Nodding toward the blustery weather, Reid noted, "We learned a lot this time and have plans in the works to do it again next year ... hopefully before hurricane season starts."

A big thanks goes out to John Markus, the club's day manager and doorman, the bouncers, Tom and Bo, Sherry the bartender, chefs Jayson Waller and John Scarlet, and Brandon and Jeff Brown. By the end of it all, money was raised, the crowd was happy, and *Easyriders* had several hopefuls for the coveted Fox Hunt title. What more could ya want?

*—Hatchetman and Phantom*

Photos: Bill Ellis

# RIDE TH



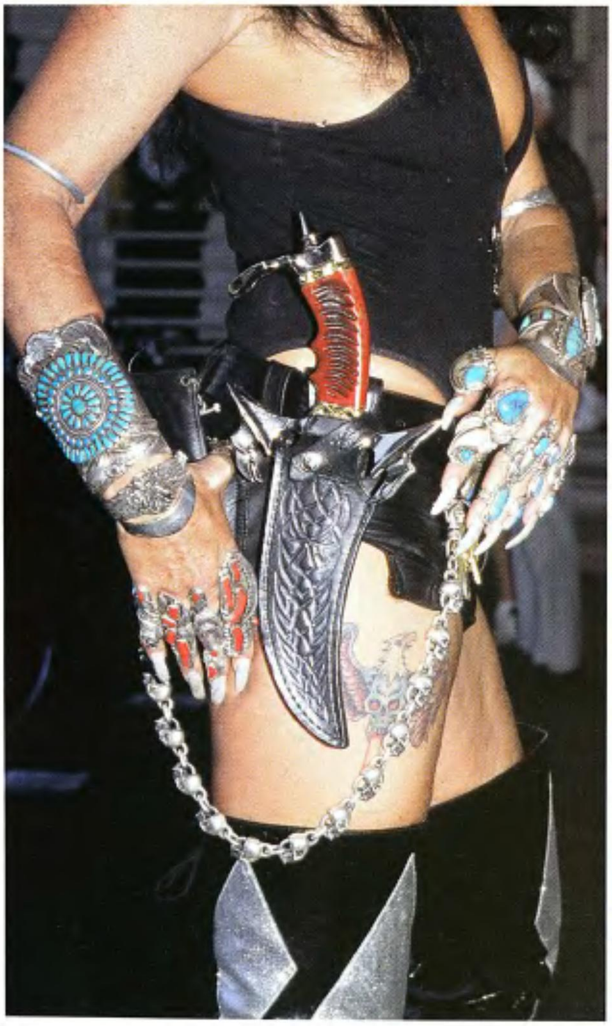
# E COAST

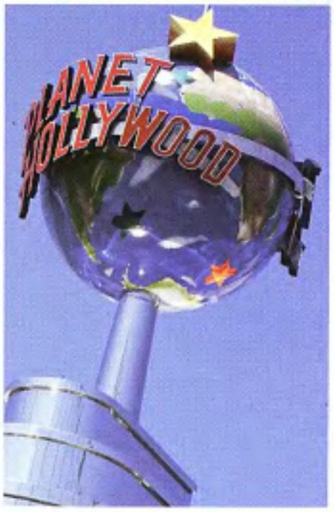
**Back in the days of piracy on the high seas there was a band of buccaneers who pillaged ships and settlements along the southern coast of California and down the Baja coast of Mexico. These hard-partyin' scalawags and brigands were known as the Brethren of the Coast. On May 17 in the year of our Lord 1998, some modern-day two-wheeled pirates gathered for a different kind of party. These Brethren of the Coast were of the biker variety and their ride down the gorgeous SoCal coast was a charitable event.**

**Beginning at a giant airplane hanger in Tustin, the riders met and rattled their sabers with roguish glee. Chrome ponies waited to take the horde on a mild ride down to ye olde watering hole, also known as Planet Hollywood at the South Coast Plaza in Costa Mesa. Here, the scooter-ridin' pirates took pleasure in free grub and grog, filling their casks with frothy ale before taking in an outrageous antique and vintage bike show.**

**The event was held to benefit the Boys and Girls Club of Santa Ana, who have more amazin' activities for rugrats than you can imagine. In the old days of piracy, there weren't any such clubs, and young cabin boys had to be content with a simple game of Find the Rat in the Stew or a happy time playing Ferret Down the Pantaloons. For information on how you can help the Boys and Girls Club or to find out about this year's Ride The Coast call Cindy Gertz at (714) 543-7212.**

***—Jack Noff the Pirate***

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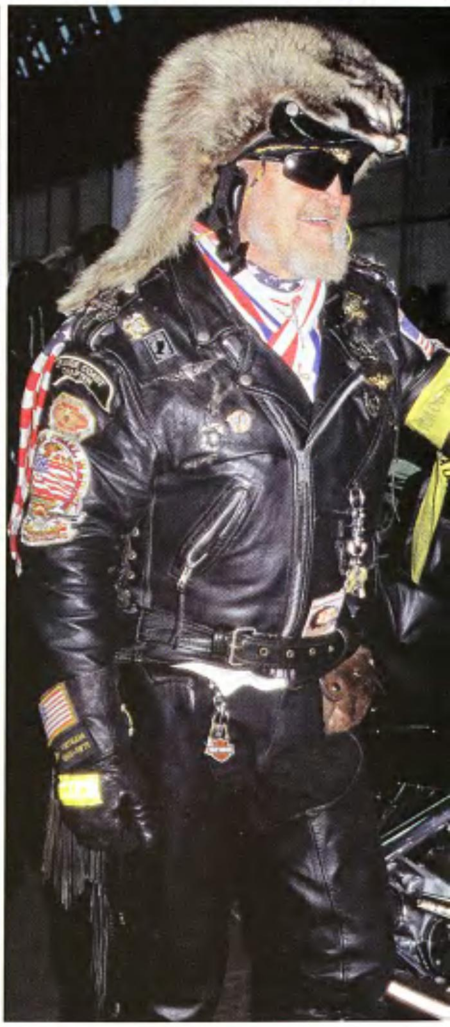

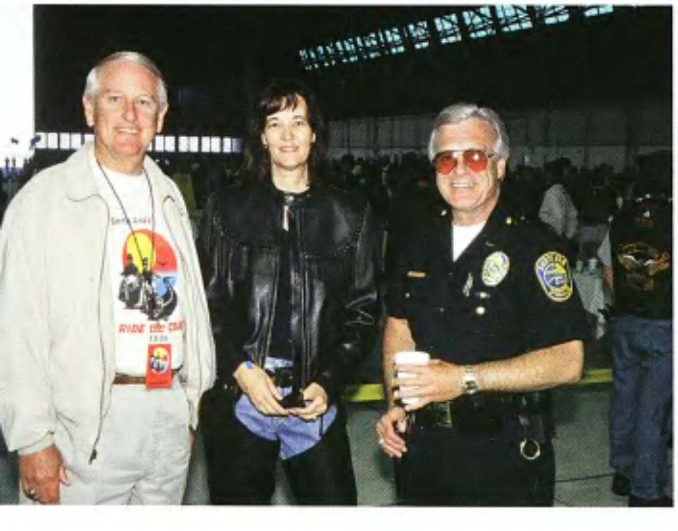

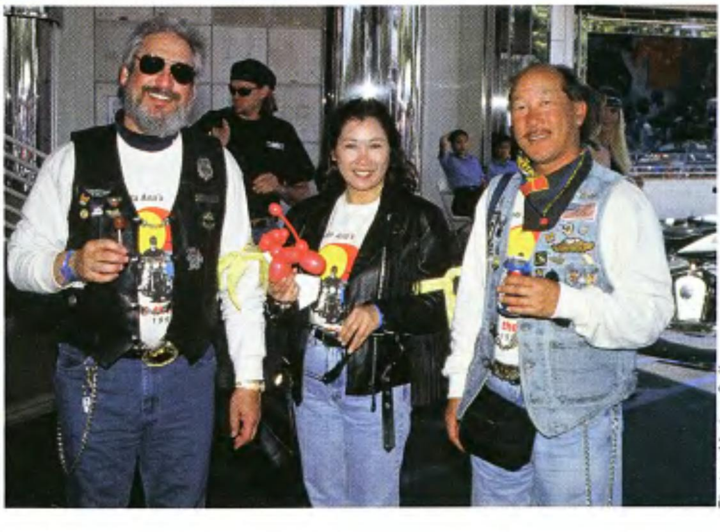

Photos: Markus Cuff

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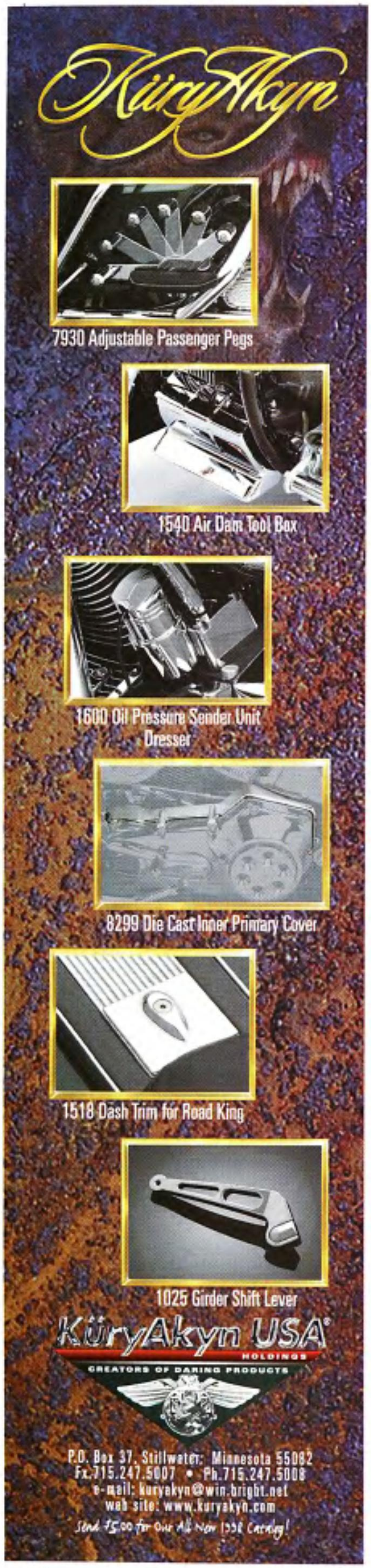



# TalkingTech

## PRIMARY PISSER

I have an old rigid that was customized back in the '70s, and it's still a great ride. My only problem is a leaking primary. It never used to, but after installing a new primary chain and solenoid, the friggin' primary leaks, and I'll be damned if I can figure out where. I've changed the primary cover gasket, even sealed it with Hylomar, but still I get a leak. The inner primary is vented, and even though I'm running it wet, I don't get a drop out of the vent.

Drew
Charleston, West Virginia

*You'll kick yourself in the butt when I tell you this one. I know the exact problem you have described, and I spent a few weekends chasing it down on a friend's bike. Same shit. Leaky primary, good gasket, all that. But somehow, primary fluid was getting past that foam gasket/seal they use on the solenoid. What a mess that thing made, leaking all over the chain and frame. I seem to remember either making a gasket out of cork or using an o-ring (been a few beers ago now ...) but that's what finally stopped it.*

## COULD BE THE CHAIN...

I just installed an M6 chain tensioner in my '76 FX, with the primary chain I have been running for a while. It seems to work well, but the chain sometimes slaps the inner primary (maybe I haven't set the M6 properly). Is this common, or is there something else I have overlooked? My chain seems to be in good shape, but honestly I can't remember when it was changed last. Any help you have would be greatly appreciated.

Joel Robante
River Falls, Wisconsin

*Without even going into it here, get yourself a new primary chain. I'd suggest a Tsubaki, but anything will be better than the worn-out chain you're running now, which is beyond the adjusting capabilities of the M6.*

## FLOODED FILTER

I thought I was doing myself a favor when I went to an aftermarket free-flowing air cleaner. The problem started with the engine breather line. I didn't want to just let it hang down to the ground like many of the rides I see, but with the lack of a place to hook up the breather in my new air cleaner, I resorted to those little chrome ones you see bolted to eveyone's trannys. That worked fine for a while, but now when I come home from a long ride the damn thing leaks oil. Any ideas?

Robert Law
Klamath Falls, Oregon

*Hayden Enterprises makes a neat little valve for curing this very problem. It slips in-line into the engine's breather line, and has a trick one-way valve in it that keeps the oil in, and lets the pressure out. It's small and compact, so the only way you'll ever notice it's there is from the little noise it makes when you shut off your bike. No more drips.*

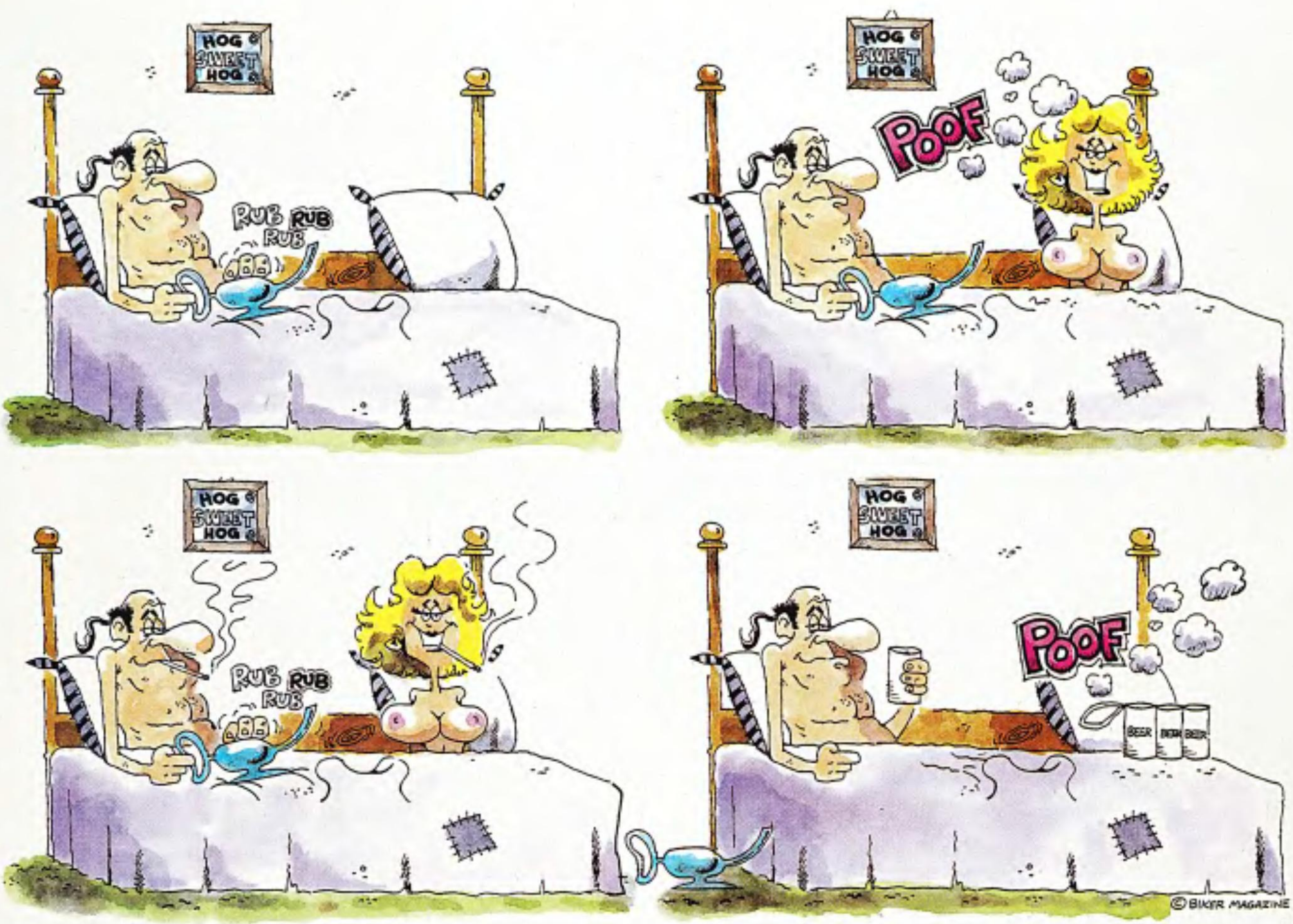
## BIZARRE BELT

I had my Heritage up on the lift the other day, and after I was done installing a new primary chain, I was giving it a broad look-over and, doing so, was spinning the rear tire by hand. Then something caught my eye. It looked to me like the drive belt had moved over, so to make sure my eyes weren't fooling me, I spun the wheel forward, then a few revs backward. And I'll be damned, but the belt did track inward toward the rear tire! What's up with that? My bike has never been apart for anything major that would have messed with the belt. It's still in good shape, and all I've ever really done to the bike is change the tires and do basic maintenance. Is this some weird phenomenon, or have I screwed up something? The bike runs and tracks well, so what do you think?

Mike Ely
Akron, Ohio

*If any toothed belt is tracking on pulleys that are not in perfect alignment, it will walk to one side or another. Typical on Harleys, the belt will walk toward the rear tire when it is rolled backward. Since you don't spend much time in reverse, this isn't a problem. On wide-tire conversions, this is something I always tell folks to be careful of. You're fine. Just keep up that regular maintenance, and log those miles, bro ... going forward.*

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



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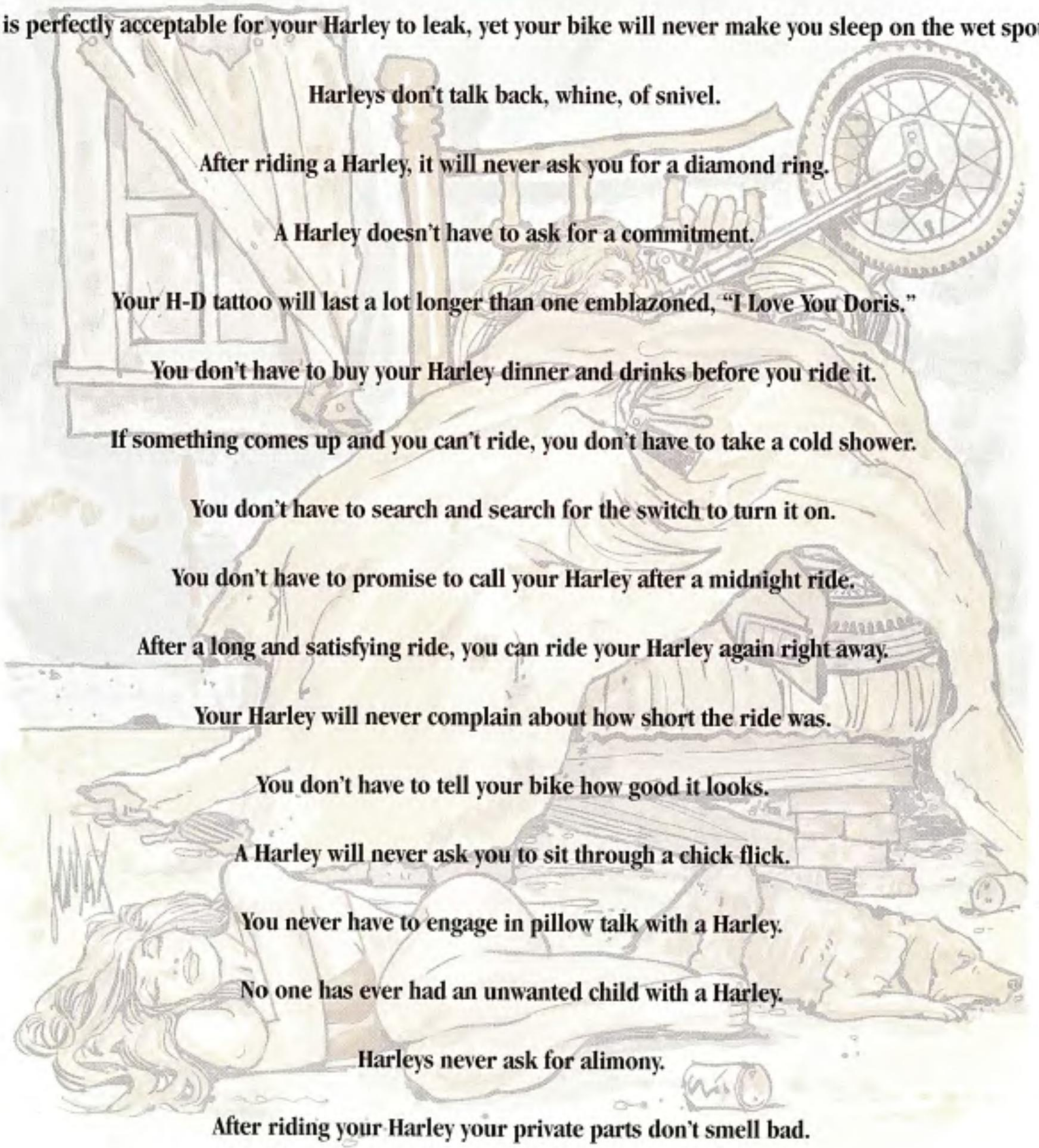
After an invigorating ride, your Harley won't ask you if you still respect it.

Though you still have to wear protection, no one has ever caught AIDS from a motorcycle.

While riding your Harley you will never accidentally call out another bike's name.

After 20 years of riding, your Harley will still look great. Gravity won't affect its front or back end.

It is perfectly acceptable for your Harley to leak, yet your bike will never make you sleep on the wet spot.



Harleys don't talk back, whine, of snivel.

After riding a Harley, it will never ask you for a diamond ring.

A Harley doesn't have to ask for a commitment.

Your H-D tattoo will last a lot longer than one emblazoned, "I Love You Doris."

You don't have to buy your Harley dinner and drinks before you ride it.

If something comes up and you can't ride, you don't have to take a cold shower.

You don't have to search and search for the switch to turn it on.

You don't have to promise to call your Harley after a midnight ride.

After a long and satisfying ride, you can ride your Harley again right away.

Your Harley will never complain about how short the ride was.

You don't have to tell your bike how good it looks.

A Harley will never ask you to sit through a chick flick.

You never have to engage in pillow talk with a Harley.

No one has ever had an unwanted child with a Harley.

Harleys never ask for alimony.

After riding your Harley your private parts don't smell bad.

Illustration: Lomax

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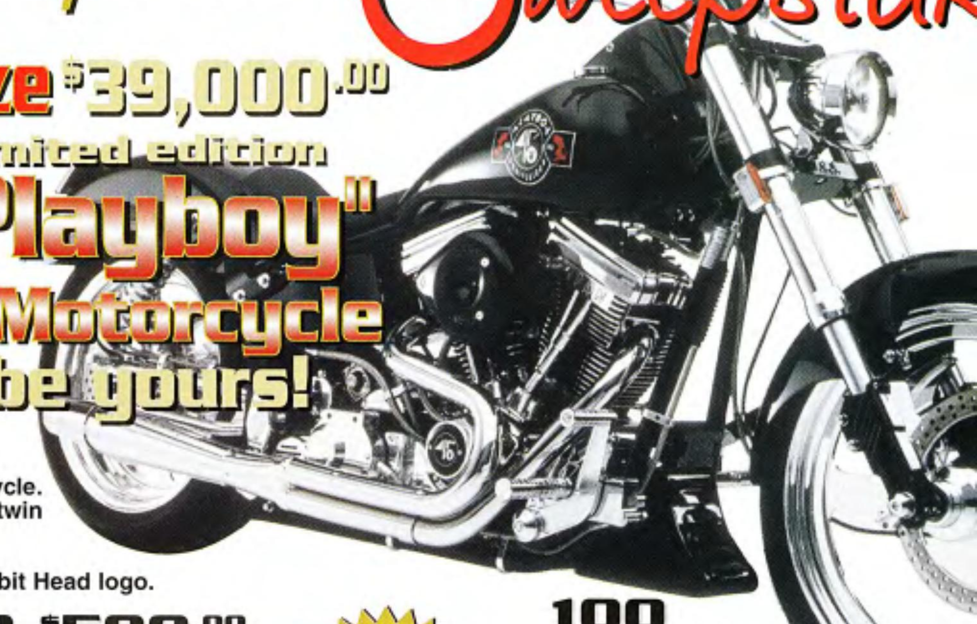

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## 4th Prize — 100 $500.00 Gift Certificates

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One hundred lucky winners will each cruise away with a $500.00 gift certificate good for cool cruisin' custom parts from Bikers Choice.

## 5th Prize — 100 Easyriders® Superbags

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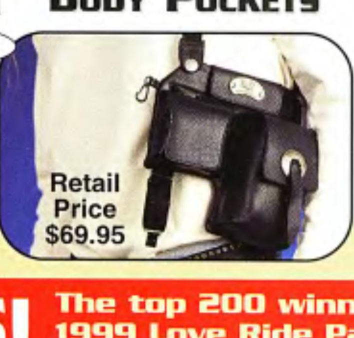
(Actual items may vary)

## EARLY BIRD BONUS $1,000.00

Mail your order before March 2, 1999. If you do, and you're selected as the 1998 Grand Prize winner, you'll not only get the bike of your dreams but we'll also toss in another $1,000.00 beer money.

## 6th Prize — 500 Body Pockets




The Body Pocket, created exclusively for *Easyriders*®, includes four compartments (including a hidden one) and can be worn in a variety of ways.

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2nd Prize
$25,000.00
American Ironhorse "Outlaw"
3rd Prize
Pick from one of these new '99 edition Harleys!
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More than $1,200,000.00 in prizes have already been awarded. Meet just a few of the 11,000 past winners.

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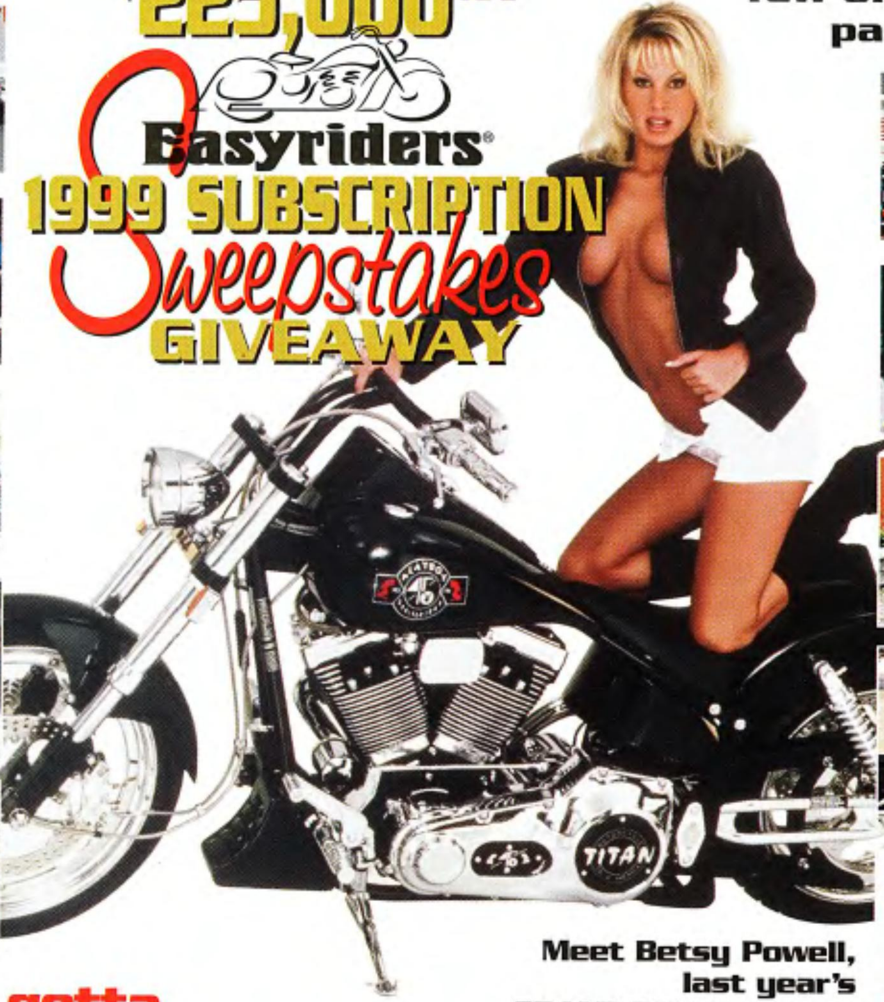
Barbara Hamill

Shawn M. Finn

Mike Moore

Krazy John Carlisle

Mario Licata



Paul Szmurlo

Dan Lisenko

Norm and Lise Lock

Jeff Kruckenberg

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**Meet Betsy Powell, last year's GRAND PRIZE WINNER of a Pure Steel® Custom Motorcycle.**

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to the 1999 $225,000.00 Easyriders Subscription Sweepstakes Giveaway, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 1999. Easyriders, Inc. assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,204 prizes — 1 Grand Prize, 1 First Prize, 1 Second Prize, 1 Third Prize, 100 Fourth Prizes, 100 Fifth Prizes, 500 Sixth Prizes, and 500 Seventh Prizes. The $15,000.00 cash option is in lieu of only the Third Prize choice. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $234,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. aged 18 and over, except employees of Easyriders, Inc. and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKES ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders, Inc., and none will be returned. Winners grant Easyriders, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Easyriders, Inc., 1999 Sweepstakes Winners List, P.O. Box 1050, Agoura Hills, CA 91376-1050.

**NO PURCHASE NECESSARY TO WIN.**

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# DodgerHog

## Steve Kaufman Gets His 15 With Harleys And Art

Supporting passions through artwork on gas tanks is as old as the Linkert carburetor—or the first guy who spray painted his girlfriend's name on a fender. It can be both a glorious and tortuous experience. Ask anyone sporting a tattoo of a not-so-dearly departed one.

Late last summer we met a hulking, sloe-eyed, easy-smilin', easy-ridin' artist who had gone all out to portray his devotion to the Los Angeles Dodgers in honor of their 40th season in L.A. Oddly enough, he's an East Coast bro whose family had instilled in him an unconditional love for the '40s and '50s Boys of Summer, and the subsequent Blue Crew teams of the more modern era.

Steve Kaufman is an internationally acclaimed artist who trained and worked during his formative years with Andy Warhol in New York, knocking out innovative period pieces like the Campbell Soup Cans and Marilyn Monroe portraits. Kaufman, who has been a lifelong motorcycle enthusiast and has been riding Harley-Davidsons in one form or another since 1992, now has his studio based on the West Coast, deep in Hollywood, and is known within chic art circles as the Prince of Pop Art. His work has been featured on Fox TV and MTV, he's been honored for his murals bringing attention to divergent subjects such as racial harmony, AIDS, and Meals on Wheels. His artwork hangs in the White House and the Smithsonian Institute. We're told he is the only artist proffered and commissioned by, another noted Jerseyite, the late Frank Sinatra, for a portrait, which he presented on stage to the winner of the raffle at this year's Love Ride.

The first bike he built dedicated to a commercial interest was a Cohiba Cuban cigar Harley, which made the rounds to many major cigar events, as well as gracing the cover of *Cigar Aficionado* magazine. Steve was later asked to create a series of limited edition Campbell Soup paintings, "Just like my old boss [Andy Warhol] did in 1965." The series commemorated 100 years of slurping soup. That inspired him to build a special Campbell Soup Harley, which he says puzzled everyone when he rode it.

However, the spectacle that caught our eye was his Dodger Hog. It's a heartfelt tribute to Dodgers past and present. Last September we came across the Art of the Game gallery on the Club Level at Chavez Ravine. Don't ask how we got there, but the ushers were eventually cool when they realized we were only interested in the Harley outside the gallery. Sure, it may be the gaudiest, most hideous commercial work this side of Jeff Gordon's NASCAR Rainbow Warrior racer rig, but as Danny Kaye once crooned, ya gotta have heart. And this Dodger Hog does.

The first thing you notice is that the paint looks like it's been smeared on. But it's only a first impression. And whatta we know about art? Steve told us that unlike many bikes that are airbrushed, he used Comex Velmar, an oil paint. A fine artist to the bone, and like his predecessors, the Old Masters, he used a brush to paint the lettering; however, when you look at the bike, you will see no brush strokes, just smooth area. How's that? It's in the clear coating. He says the oil-based paint tends to melt when the clear coat hits it, producing a totally unique texture.

For a conceptual artist nothing is ever easy, and conjuring up the Dodger Hog was no different. Daniel Crosby, a friend of Steve's who owns the Art of the Game gallery concession at Dodger Stadium, brought up the idea at a meeting with Dodger marketing officials. Now, this isn't your father's Dodgers, what with media mogul Rupert Murdoch's Fox/News Corp. taking over, and they jumped on it as a cool deal, perhaps figuring it would appeal to that edgy 18-40 demographic they so covet and promote. →

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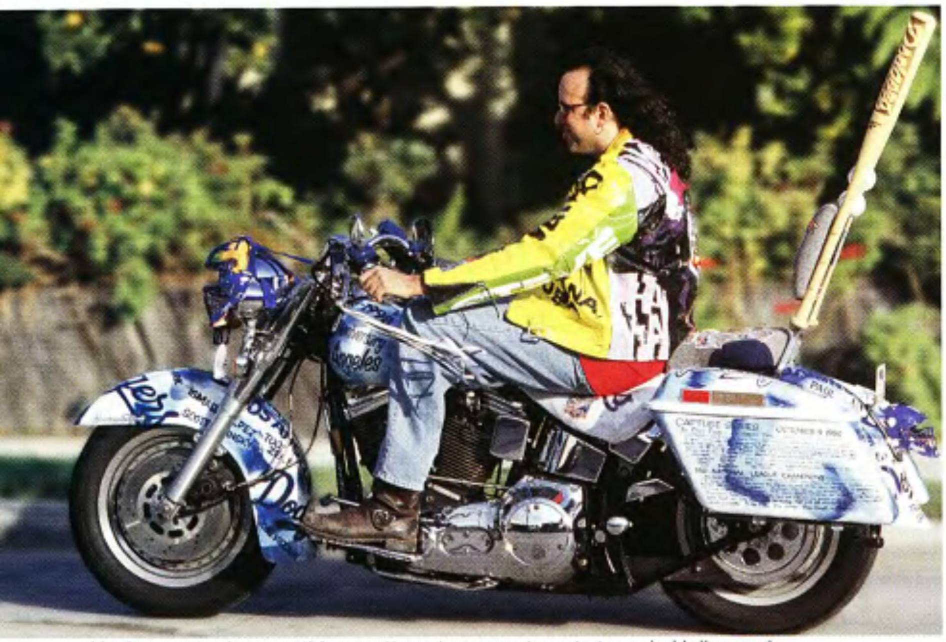
Daniel gave Steve the good news and the bad: The suits liked the idea, but they wanted it delivered in two days for the next game. Kaufman had worked on intense deadlines before, but this one would involve more than just himself. Luckily, he again incorporated the help of Zeek's Bike Shop in the San Fernando Valley. (They had previously collaborated with him on the Campbell's Soup bike and sold him all the Heritage accessories for this one.) They took the former '94 Fat Boy apart and put it back together again, using Heritage fenders, gas tanks, and saddlebags. Immediately, Crosby and Kaufman got to rummaging through the Dodger locker room and the Top Of The Park gift shop procuring items such as official baseball bats, Mike Piazza's catcher's mask (he was still a Dodger then) for a headlight ornament, Dodger mini helmet night lights drilled into the original spotlight mounts for a Dodger Blue Dot effect up front, and an authentic Dodger jersey covering the seat and back pad were upholstered by Escobar Car Interiors in Hollywood.

Meanwhile, Steve got busy with the paintbrush when he attempted to illustrate the history of the Dodgers as he knew it. From July 8, 1949 (his first game?) through the Boys of Summer in the '50s with Duke Snyder, Gil Hodges, Jackie Robinson, Roy Campanella, and Pee Wee Reese, to later L.A. players Sandy Koufax, Don Drysdale, Maury Wills, Steve Garvey, Orel Hershiser, Fernando Valenzuela, and Kirk Gibson, right up to the opening day roster of '98.

Two days later, *voila!*, the ride was ready to play ball. Steve says, "All bikes should be different. What a high when I ride the bike around the stadium and 50,000 people are screaming that they love the bike."

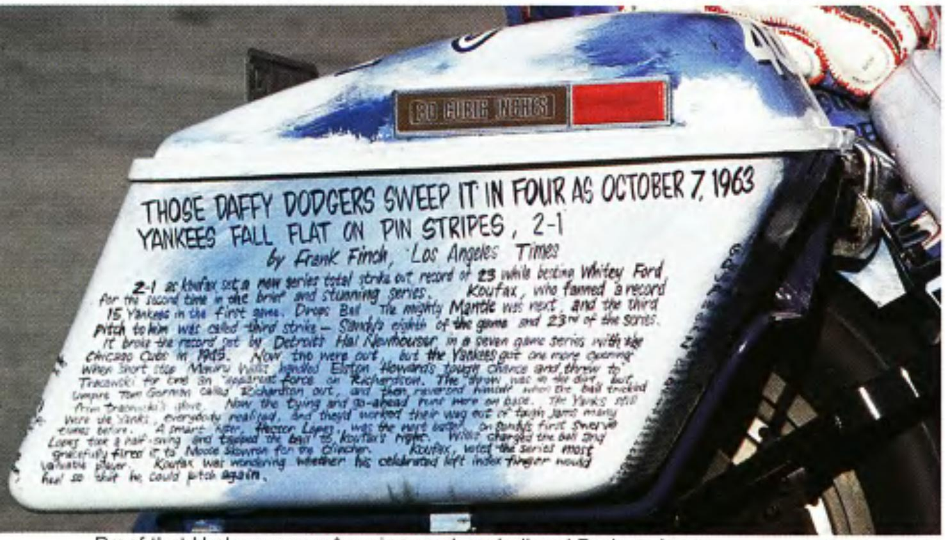
Steve feels he is carrying on a family tradition, as his grandfather was a diehard Brooklyn fan who was crushed seemingly every October by the Yankees until 1955. Kaufman said at one time years ago, his "family was pissed off when I did a Mickey Mantle portrait for his restaurant in New York City. But grandfather assured everyone that it was OK because Sandy Koufax didn't have a restaurant."

For the upcoming '99 season, Kaufman is considering hydraulic pop-up concession stands in the saddlebags for a beer tapper. One problem, like the team, the bike runs well from April to mid-September, then it tends to stall, never recovering for October usage. Now, with the influx of fresh dough from Fox, as witnessed by a hefty $105 million contract to Kevin Brown, perhaps the Dodger Hog will be running strong for the Fall Classic and taste the fruits of victory. —*Bomber*



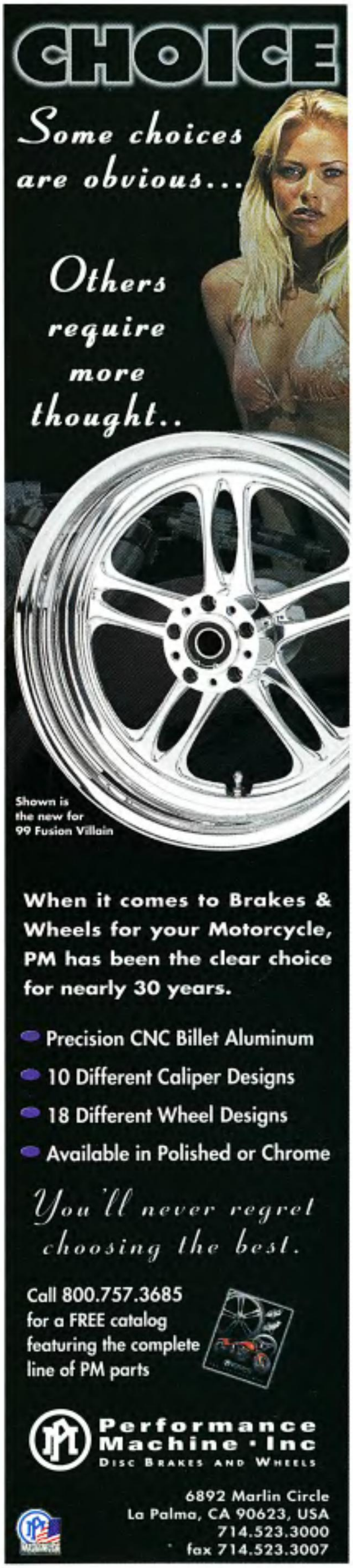
You've got to do something pretty outrageous to get stares in Hollywood.

Steve Kaufman isn't afraid to make a statement ... and we're just talkin' about the jacket.




Proof that Harleys are as American as baseball and Dodger dogs.

Photos: Markus Cuff



Easyriders

# JOKER'S WILD

## RAY HINZ AND HIS TECHNICOLOR DREAM

Now this is a first! The motorized marvel of a chopper before you is actually sculpted completely out of chopped liver and the seat is fashioned from a sow's ear. Got that? Yeah, I'm fuckin' with ya. But what do you expect? This is supposed to be the April issue ... April Fools and all that. Even in these politically correct days of homogenized mediocrity, ya gotta have a little fun now and then, right? Originally, this feature was going to be called "Technicolor Yawn," for the wild paint and graphics on this bike, but somebody said that Technicolor yawn is slang for vomiting, so scratch that. Rather, this is Ray Hinz, Wayne Powell, and Mike Exarhos' expression of a true dream scoot, a roll of the dice on life's highway. Riding always involves gambling with one's life and in this case, the Joker is wild! →

Starting with a '95 Evo motor and a Paul Yafee-built rigid frame with a 42-degree rake, this wild ride was a long time coming. How long? Ray won't say, but we all know that putting together a custom ride is a study in patience and tolerance. Ray built much of this scoot himself. He modified the H-D fenders and stretched and molded the gas tank, using select aftermarket goodies from Ness, Pro-One, and JayBrake to complement his long-shot gamble on two wheels.

The multi-colored paint is what you're no doubt staring at with glassy-eyed fascination. Well, that and the luscious legs, bouncing buns, and anti-gravity tits of our model, Kim Alexus. Wasn't she the lead in that XXX flick "Alice Unchained in Wonderland"? Anyhoo, Mr. Hinz managed to mix this mixed-up phantasm of a techno dream paint scheme into a show-stopping wonder-bike. Guess you could call it a real Hinz variety. Hell, there must be 57 colors on this thing.

In Vegas, the house is bound to win, but this Joker's Wild ride promises to keep Ray in the wind with a full hand. Now if we could just get a full hand around li'l miss Kim here.

*—Phantom*

Easyriders

# passin' gas

I've worked in these pipes so long," boasted Ed the veteran sewer worker, "that I can tell who's responsible for the different turds that float by."

"Like hell you can," said Sam, Ed's junior assistant. "Prove it."

"See that long, thin shit heading our way?" Ed pointed out. "That one came out of the boss, 'cause he's such a tightass."

Sam was impressed.

"Percy delivered that piece," continued Ed, indicating a ragged, torn-to-pieces floater drifting by. "He's got the hemorrhoids, real bad."

Finally, Ed announced, "Aha! And that big log there's from my ol' lady!"

"Wait a minute," Sam said. "What makes you so sure that's your wife's turd?"

"'Cause it's lunch time," Ed beamed, "and it's got my sandwiches tied to it!"

*semaJ yawebW .rJ*
*drofliM, .nnoC*

Whaddaya get when you mix Doan's Pills with Viagra? A medication that keeps your back from petering out-and vice versa.

*treboR redienbcS*
*allidanU, .aG*

A lawyer and a biker are sitting next to each other on a long flight from L.A. to New York. The lawyer leans over and asks the bro if he'd like to play a game to pass the time. The biker's bushed, so he politely says no and rolls over toward the window to cop a few Z's.

But the lawyer keeps at him, insisting that the game's really easy and a lot of fun. He explains, "See, I ask you a question, and if you don't know the answer, you pay me $5. Then it's your turn."

Again the bro declines and tries to catch some shuteye. The lawyer, getting somewhat miffed, says, "OK, if you don't know the answer, you pay me $5, and if *I* don't know the answer, I'll pay you *$50.*"

This gets the biker's attention, and figuring there'll be no end to this torment until he plays, he agrees to the game.

The shyster poses the first question: "What's the distance from the earth to the moon?"

The biker shrugs, reaches into his wallet, pulls out a $5 bill, and hands it over without a word. Then, taking his turn, he asks the lawyer, "What goes up a hill with three legs and comes down with four?"

The attorney looks at him, puzzled. He pulls out his laptop computer and searches all his reference banks. He taps into his digital cell phone via infrared wireless connection to his modem port and combs the Internet and the Library of Congress. No go. Frustrated, he sends E-mail to all his co-workers, friends, and clients—all to no avail. Over an hour later, he wakes up the biker and hands him $50. The bro politely takes the cash and turns away to get back to sleep.

The lawyer, really pissed now, shakes the biker awake and demands, "Well, so what *IS* the answer?"

Without a word, the scooter tramp reaches into his wallet, hands the lawyer $5, and goes back to sleep.

*yrreT kooC*
*ellivretseW, oibO*

A motorcycle cop spots a bleached blonde driving down the highway—and knitting at the same time. Pulling up alongside, he shouts through her window, "Pull over!"

"No, a pair of mittens!" the blonde yells back.

*nisuoC knaH*
*btuomstroP, .erO*

The city slicker walks into the crowded redneck bar down South and orders a grape Nehi. Smirking, the bartender looks him over and says, "You ain't from around here, are ya, boy?"

The dude says, "Nope, I'm from Pennsylvania."

"Yeah?" says the bartender. "And whatcha do up there in Pennsylvania, feller?"

"I'm a taxidermist."

"A taxidermist?" snorts the barkeep. "What the fuck's a taxidermist?"

The guy says, "I mount animals."

Hearing that, the bartender smiles broadly and shouts to the whole bar, "It's OK, boys—he's one of us!"

*giB caM*
*antaS atiralC, .filaC*

Kandi, Sandi, and Brandi were sitting at the bar one evening, discussing their sex lives. "I'm so loose, my ol' man can stick his whole hand up me!" exclaimed Kandi.

"Honey, that's nothing," chuckled Sandi. "I'm so stretched out, my ol' man can stick his entire *head* inside me!"

By now, Brandi was laughing so hard she slipped down the barstool.

*divaD ecnabC*
*nedgO, batU*

What do Monica Lewinsky and Lucille Ball have in common?

Both have had an intimate relationship with a Cuban.

yeoJ
htouS etaG, .filaC

Suzie Creamcheese walked into a drugstore to buy some tampons, and she noticed a big display of them stacked on a table in the corner with a sign reading: "Five boxes for a dollar." She just couldn't believe that bargain-basement price, so she asked the clerk if it was for real.

"Yes, miss, that's the correct price," he said.

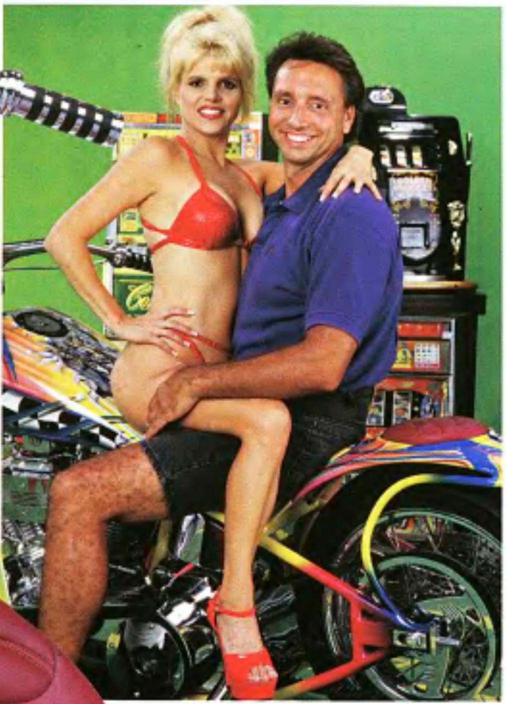
"Are you sure?" said Suzie Creamcheese.

"Sure I'm sure," said the clerk. "Five boxes for a dollar ... no strings attached."

*taC ebt sirroM*
*dnaleeknaY*

---

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



**Owner:** .......... Ray Hinz
**City:** .......... Hollywood, Florida

**General**

Fabrication: .......... Wayne Powell
Year/make: ...1998 special construction
Model: .......... rigid
Assembly: .........Ray Hinz, Mike Exarhos
Chroming: .......... Atlantic

**Engine**

Year/model: .......... 1995 Evo
Rebuilder: .......... Wayne Powell
Ignition: .......... Crane
Displacement: .......... 80 cubic inches
Lower end: .......... stock
Pistons: .......... H-D
Cases: .......... stock
Cam: .......... Andrews
Carb: .......... S&S
Pipes: .......... Custom Chrome

**Transmission**

Year: .......... 1995
Modifications: .........Karata 4-inch belt, hydraulic clutch

**Paint**

Molding: .......... Joey Earl
Painter: .......... Ray Hinz
Color/type: ..........two damn many/Tako
Special graphics: .......... Y-not

**Frame**

Year/type: .......... 1998 rigid
Builder: .......... Paul Yaffee
Modifications: ..........48-degree rake, 2-inch stretch

**Accessories**

Bars: .......... Carlini
Handlebar controls: .......... Ness
Fenders: ..H-D modified, Wayne Powell
Headlight: .......... H-D
Taillight: .......... Pro-One
Pegs: .......... JayBrake
Foot controls: .......... JayBrake
Electrics: .......... Wayne Powell
Gas tank: .......... stretched H-D
Oil tank: .......... H-D
Seat: ..........Ray Hinz, Helena King
Mirrors: .......... Ness
Grips: .......... Ness

**Forks**

Type: .......... FXST
Builder: .......... H-D
Modifications: ..........Ness triple trees

**Wheels**

**Front**

Type: .......... 40-spoke
Size: .......... 21-inch
Tire: .......... Avon
Brake: ..........Performance Machine

**Rear**

Type: .......... 40-spoke
Size: .......... 18-inch
Tire: .......... Avon 180
Brake: ..........Performance Machine

**Photos:** .......... Don Rogers

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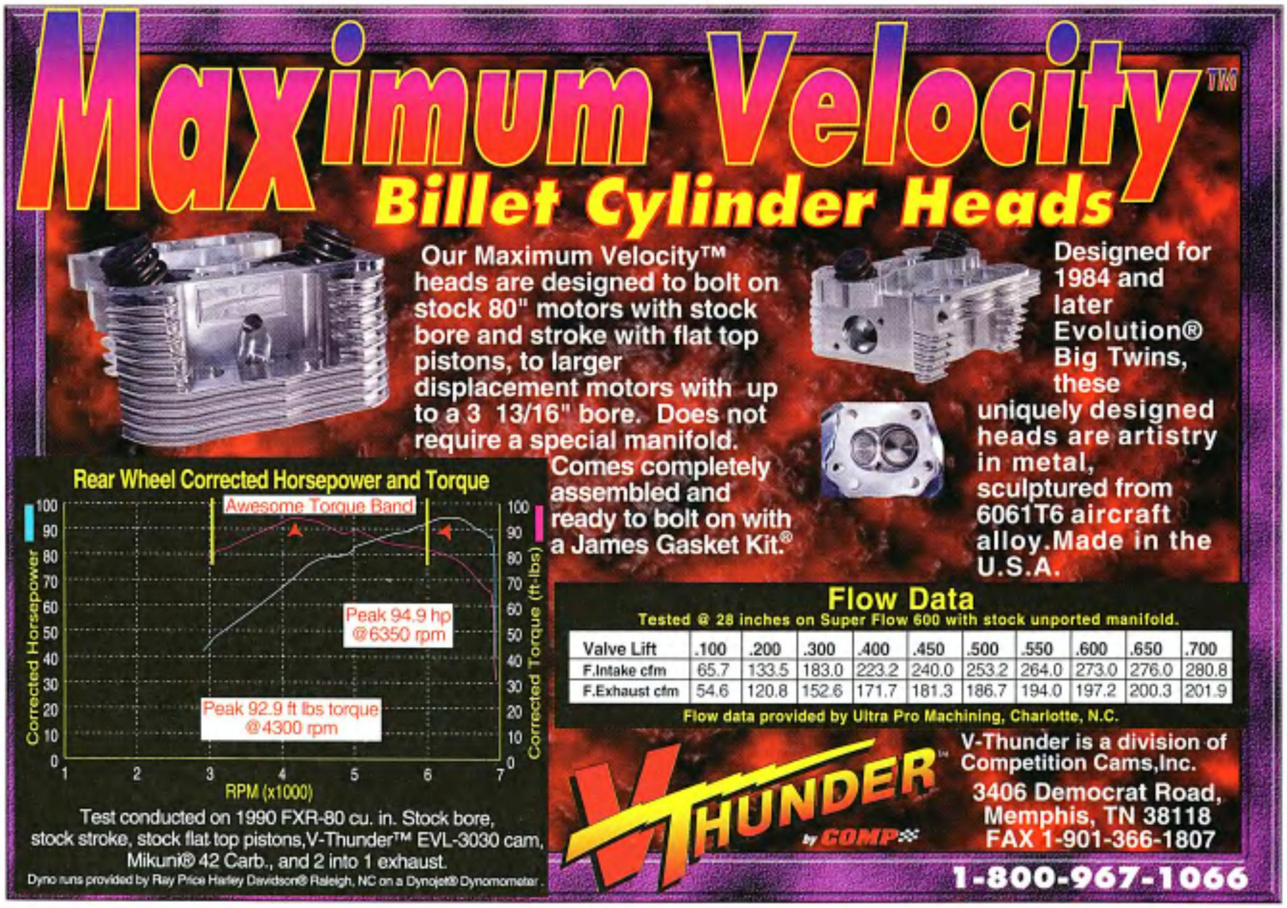
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RPM (x1000)
Test conducted on 1990 FXR-80 cu. in. Stock bore, stock stroke, stock flat top pistons, V-Thunder™ EVL-3030 cam, Mikuni® 42 Carb., and 2 into 1 exhaust.
Dyno runs provided by Ray Price Harley Davidson® Raleigh, NC on a Dynojet® Dynomometer
Flow Data
Tested @ 28 inches on Super Flow 600 with stock unported manifold.
Valve Lift .100 .200 .300 .400 .450 .500 .550 .600 .650 .700
F.Intake cfm 65.7 133.5 183.0 223.2 240.0 253.2 264.0 273.0 276.0 280.8
F.Exhaust cfm 54.6 120.8 152.6 171.7 181.3 186.7 194.0 197.2 200.3 201.9
Flow data provided by Ultra Pro Machining, Charlotte, N.C.
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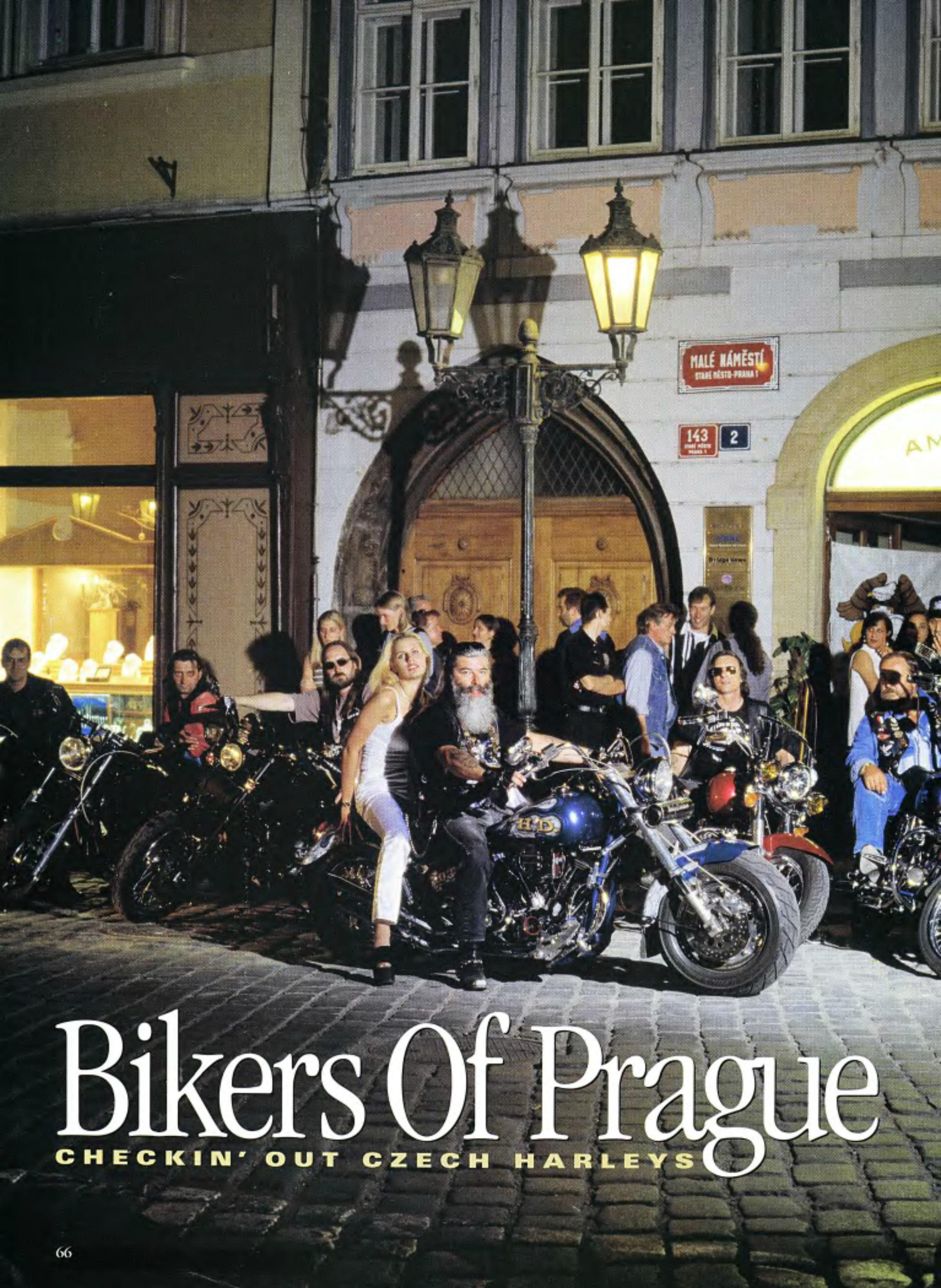



# Bikers Of Prague

## CHECKIN' OUT CZECH HARLEYS

The year was 1990, the location: Eastern Europe. It was a scant six months after the Iron Curtain had been torn to shreds and communism had been rendered bankrupt by its own ideology. It was a cool, overcast spring day when I rode into the ancient Bohemian capital of Prague on a brand-new FLH dresser. The colors of the city were still reflecting the recent past under Communist domination. The streets glistened in beige, gray, and dark; however, nary a red (or any other color) could be spotted anywhere. Wherever I rode, men in gray trench coats stared, women in black skirts and gray sweaters pointed fingers, and children in Russian-made school uniforms waved in amazement at the man on the giant American motorcycle. Wherever I parked her, crowds soon gathered. She was truly an exotic beauty in their eyes, something they might have heard of or seen on television, but never experienced in person. Beneath this stark exterior, you could feel Prague and its people coming to life, getting ready for the dawning of a new era.

Fast forward to 1998, and the scene is an entirely different one. After 40 years of subjugation by the monochromatic Soviet Union, the Czech Republic had begun to breathe freely and to colorize its social fabric. Particularly, Prague has been experiencing a veritable onslaught of freedom, democracy, and American Bohemians with everything their culture implies. The English-language newspaper, *The Prague Post*, which was established in 1991, boasts a readership of 40,000, and along with other international influences, the American Way has made very noticeable inroads into Czech culture. Aside from the ubiquitous fast-food joints, there are many other signs of the American Way throughout the city, and some of the most eye-catching color schemes on the streets of Prague are those based on the two primary colors of American motorcycling: black and orange.

But while one might think that Harley-Davidson of Prague, which opened its doors in 1993, has unhinged the doors to uncharted territory and given the local motorcycle enthusiasts a new golden calf to dance around, nothing could be further from the truth. Harley-Davidson had been a prominent marque for Czech riders as early as the post-WWI era. Harley-Davidson Praha originally opened its doors in 1923 and did good business until 1948, when the Soviets began dominating the country and everything Western was considered ▸

Photos: Bob Feather

Harley-Davidson of Prague.

a threat to the Communist regime. In fact, the Harley-Davidson Club Prague celebrated its 75th (yes, you read correctly: that's a seven in front of that five!) anniversary last May and is considered the oldest H-D Club in continuous existence worldwide. There's also a H.O.G. chapter in Prague, and new MCs seem to come out of the woodwork on a weekly basis. Katarina, who works at H-D Praha, says there are approximately 200 Harleys in Prague at the moment, and for a city with more than a million people that might not seem like a lot, but not every Harley fan in Prague has a paycheck big enough to afford one. Consequently, many of the Czech Harley riders are doctors, lawyers, and businessmen, with a number of hard-core bikers thrown in.

In June of last year, quite a few of these Harley riders gathered at Friday's American Bar in Prague, a local franchise of TGIFriday's. Word had gotten around that a photographer for Easyriders had come to town wanting to highlight some American iron and local beauties. Coincidentally, Friday's American Bar had just recently opened its doors and was looking for a good way to celebrate this fact. What better way than to emphasize the American Way than with its very own symbol for freedom?

"It was during the first week of our opening," says Richard Hernandez, director of operations for Eastern Europe for EF&EC, the company behind TGIFriday.

Helena on Konstanin's '97 Springer Softail.

"We wanted to get a lot of Americana, and Harleys are a big symbol here in the Czech Republic, that sort of free spirit kind of thing. When people here relate to Americans, they always think of them as the free people, kind of like the whole cowboy mystique."

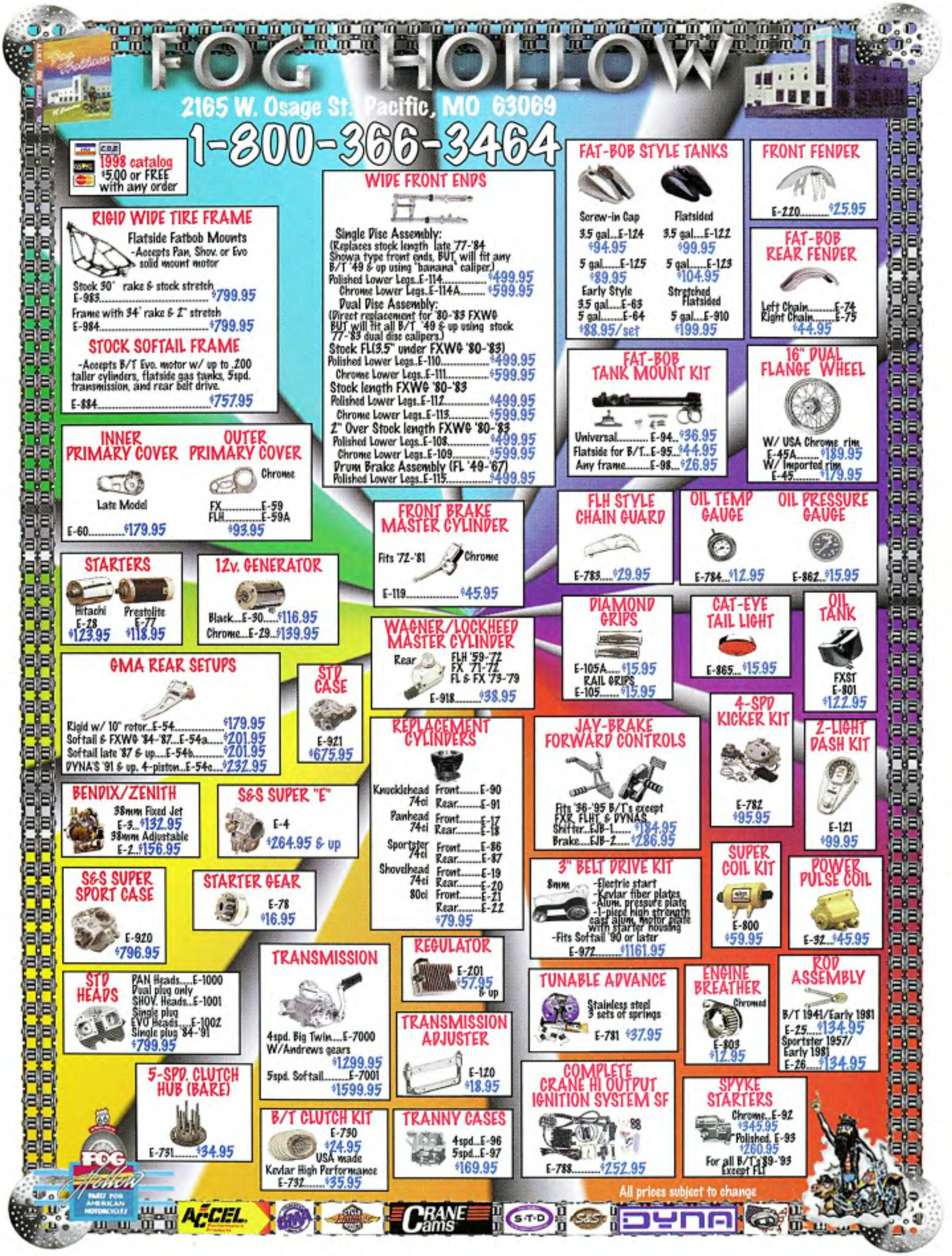
The place was filled to the rafters, and miles away nervous Czechs could hear the thunder of the congregating Harley crowd. The local riders strutted their stuff and showed Bob Feather, the American photographer, that they weren't lagging behind their brethren in the U.S. or any other country, as far as the workmanship on their rides was concerned. And they love their thunder.

"We have this type of event once a month," says Hernandez, who explains that Friday's caters mainly to the local American crowd, "meaning Americans who live here—which is quite a few. But we also get a lot of tourists from the U.S., who make up about twenty percent, and another twenty percent are the local Czech population. It is almost a tradition that during their monthly gathering, the local riders rev their engines in front of Friday's until enough of a crowd has gathered to admire their sleds and quench their thirst for adoration.

So while it isn't the newest trend, the Harley mystique is definitely alive and well—and growing—in Prague. Sure, you can't just pack your bike and ride across the Atlantic to "Czech" out this new stronghold of the American Way overseas, but if you're a H.O.G. member, you can rent a bike in Frankfurt, Germany, and hightail it east, or you might want to opt for one of a number of shippers who'll crate your own hawg and ship it over there for you, while you sit back and enjoy the trip on a jumbo jet. Either way, once you get to Prague, you'll only be pleasantly surprised. It's a colorful place, with a definite tinge of Harley thunder ... *—Red Baron*

---

*If you happen to be in town, you can find Harley-Davidson Praha at U alamounky 769 in Prague. Tel.: (42) 02 57 21 63 10. Friday's American Bar is at Curna Ruza Naprikope in Prague, tel.: (42) 02 42 10 104. Friday's American Restaurant is at Male Namesti 2 in Prague. Tel.: (42) 02 42 21 230.*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Chrome Lower Legs..E-113 $599.95
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Chrome Lower Legs..E-109 $599.95
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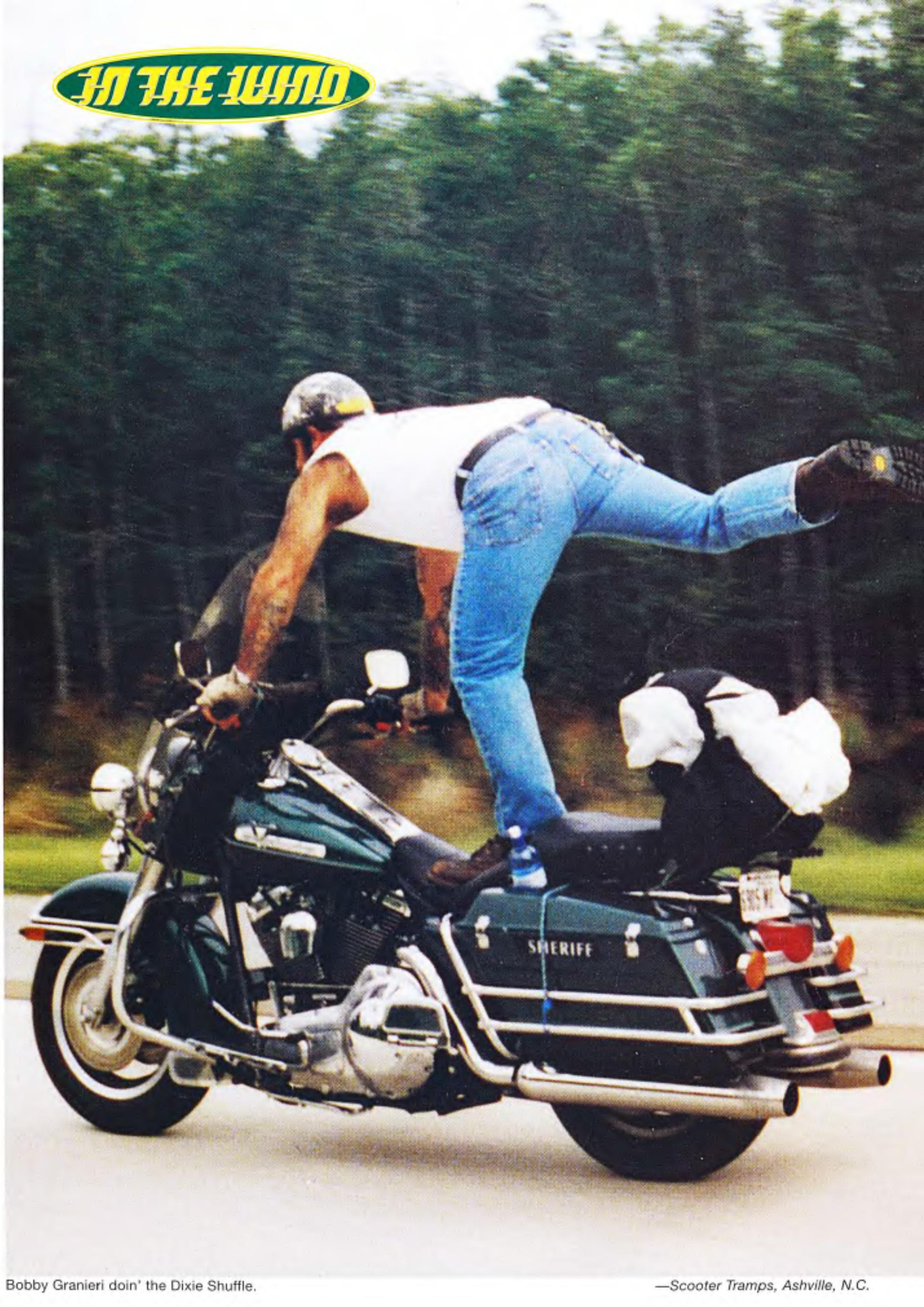



Bobby Granieri doin' the Dixie Shuffle. —*Scooter Tramps, Ashville, N.C.*

Love Ride revelers. —*Ken Karagozian, Glendale, Calif.*

Gettin' a grip. —*Janice Frye, Malabar, Fla.*

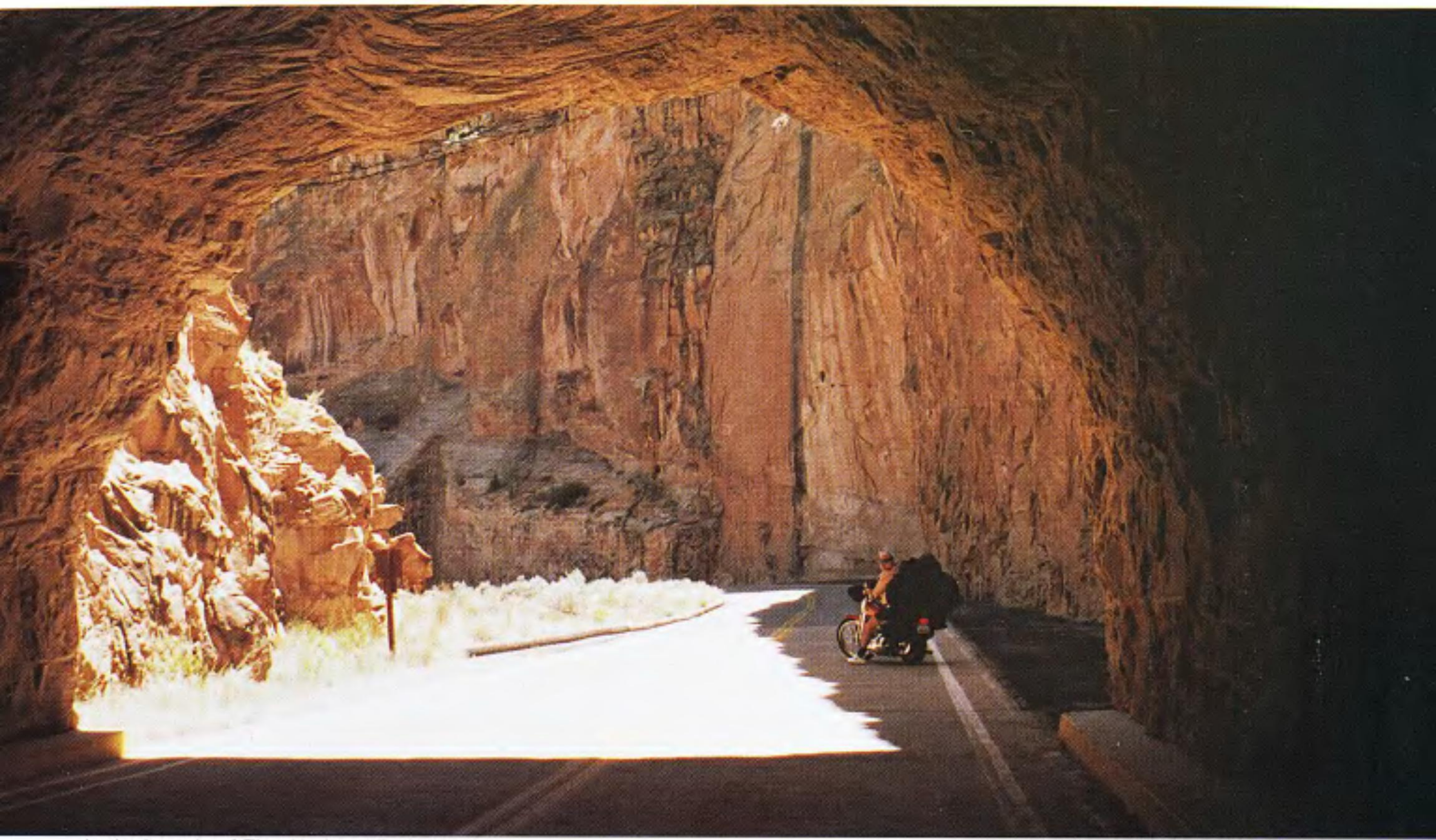
Main Street action at Sturgis '98. —*Shane and Barb Mohnen, New London, Wis.*

e, Kevin, Will. *—Dovie Carter, Yokota AFB, Japan*

Jammin' the Midwest. *—Bret Brandt, Waterloo, Iowa*

*—Antone Goulart, Bozrah, Conn.*

Goin' down with the ship, Cancun, Mexico. *—Mike Menasco, Wilburton, Okla.*



In the bowels of Zion National Park, Utah. —*Claude Boily, Beloeil, Quebec*

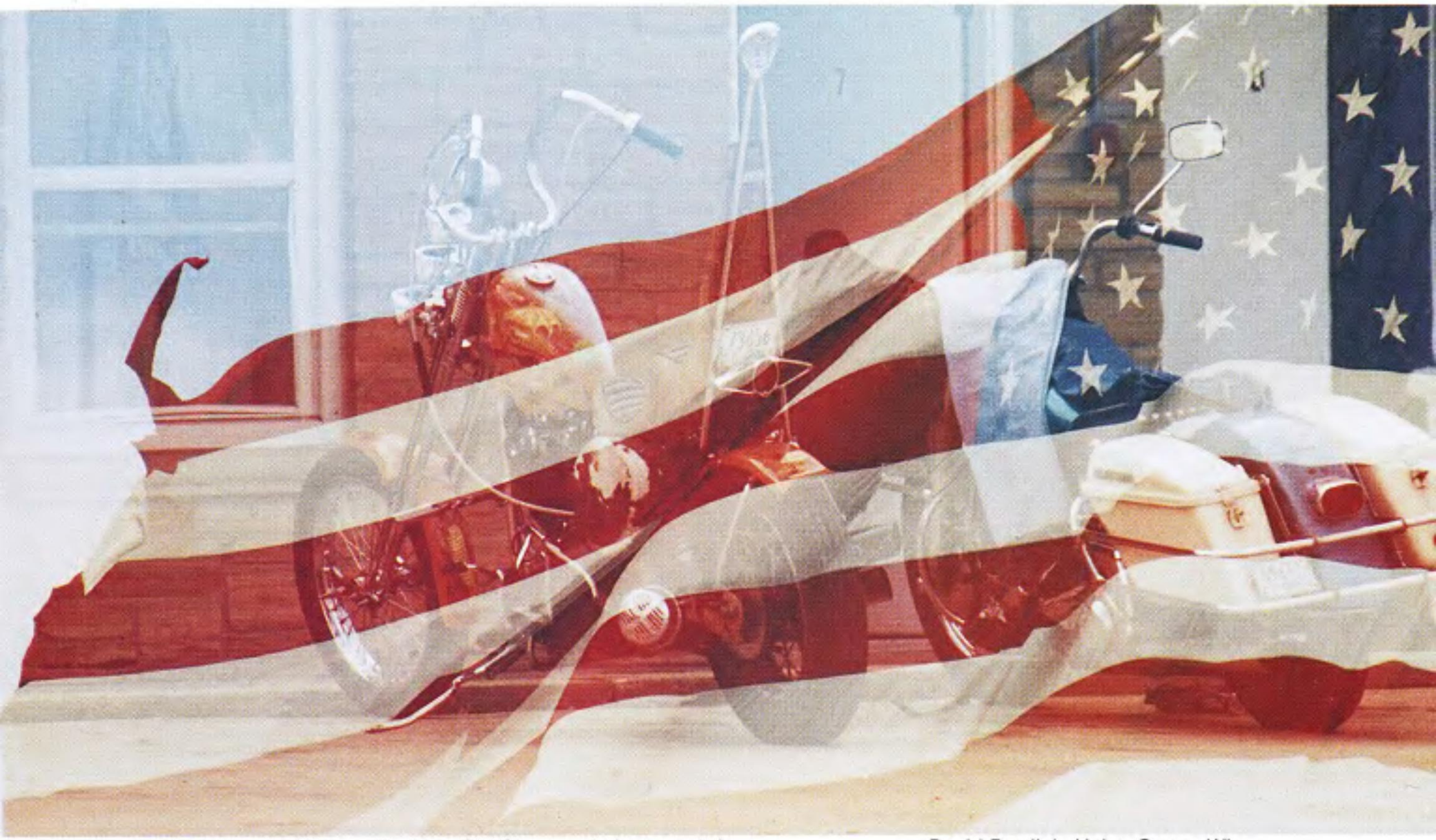
It's a dog's life. —*Connie and Munch, Hutchinson, Minn.*

Fast Eddie flyin'. —*Judy Brown, Salisbury, N.C.*

—*Paul Shiflett, Mid-Ohio*

Jugs R Us. —*Glen Bowen*

Antique M/C Club, 4/21/91 . —*Finn Livingston, Seattle, Wash.*



American traditions—Harleys, Old Glory, and cheap motels. *—David Burdick, Union Grove, Wis.*

Carolina kickin it'. *—Tom Zmiejko, Freeland, Pa.*

Hag's herd at H-D's 95th in Milwaukee. *—Lareina Colosima*

Freedom machine. —*Dave Burdick, 95th Reunion Parade*

Rockin' at Sturgis. —*Chrome and Steel Photography*

—*Andy Lindsay, Daytona*

Souvenir hunt. —*Connie and Munch, Milwaukee, Wis.*

B.J. at Plum Krazy's. —*Joan Causey, Granite Quarry, N.C.*

Riding into their future. —*Joannie and Reimer*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Kit comes complete with S&S chrome teardrop air cleaner, fuel line clamps, extra main jets, machined intake manifold, bracket & complete instructions. Specify year & model
$269.95- $299.95
FREE SHIPPING!
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AMERICAN MADE
RIGID FRAMES
170255 - Straight Leg Stock 4 Speed
$699.95 SALE $549.95
BIG-TWIN SWING ARM FRAME
170356 - Stock 4 Speed
$749.95 SALE $699.95
NEW
SOFT-TAIL STYLE FRAMES FOR WIDE TIRE BIG-TWINS
Complete with front frame and wide tire rear fork
EST-017 $1,550.95 Kit
DASH KITS
Includes: Speedo(2:1 or 1:1 ratio); Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign. Switch.
2 LIGHT DASH KIT
Part #ESP-25 $169.95 SALE $99.95
3 LIGHT DASH KIT
Part #ESP-40 $169.95 SALE $99.95
CAT EYE DASH KIT
Part #ESP-36 $199.95 SALE $109.95
FLH DASH KIT
Part #ESP-74 $139.95 each
SPEEDOMETERS
Police Specials, black face or tombstone style. Specify Year& Model
Part #EDS -912 $49.95
RIGID ROLLING CHASSIS
• Jammer Rigid Frame • Jammer Dual Disc Wide Glide with Polished lower legs • Chrome 21" Dual Flange Wheel Front • Chrome 16" Dual Flange Wheel Rear • Front and Rear Axles • 5 Gal. Fat Bobs
$1695.00
CLUTCH PACK KIT
Includes 5 heavy duty clutch plates, 4 steel drive plates w/rattlers, friction disc w/rivits, heavy duty clutch springs, & 3 locking stud nuts.
Part # EEDK-1 Fits Big-Twins 1936-84 $79.95
FRONT END INSTALLATION KIT
Installation kit for Stock or Jammer front ends. Include bearing (2), upper & lower dust shields, top nut, lock tab & acorn crown nut, fork oil (16 oz.)
Installation Kit FE-010 $39.95
FORWARD CONTROL SETS
Complete & easy to install kit. Brake & Shifter.
Specify Year & Model
Part # ESP-2D
Fits Big-Twins 1936-96
Part # ESP-2A
Fits Sportsters 1954-96
$249.95–$274.95
BIG-TWIN BRAKE KIT
Comes complete w/chrome master cylinder
Part # ESP-3B (With Chrome Master Cylinder) 1970 & Up $124.95
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These custom triple trees from Legends USA are American made from aircraft quality 6061 billet aluminum. The stem fork stops and all hardware are made from stainless steel for strength and corrosion protection. LT-574 41mm Fits FL models 1949-84, FXWE 1980-1986 & Softail 1984-up.
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Made in USA
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Fits dual disc models 1977-83
CL-3C Chrome $259.95 pr
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GAS TANKS
FAT BOB KIT
Fits Big-Twin 4-speed 1936-84. 3.5 or 5 gal. Kit Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye dash, Petcock, Gas caps. FBK-1 Complete Kit $224.95
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Tank Only Fits Big-Twin 4-speed 1936-84.
Part # EG-23A 3.5 or 5 gal. Reg $109.95 SALE $99.95
SPORT BOB
Complete Kit. 1995-Up $399.95 Tank Only. 1995-Up $279.95
SPORT BOB
Made just for Sportsters. Accepts 2 or 3 light dash kits. Includes: Tank Dash Kit, Mounting Hardware & Speedo Cable SPECIFY YEAR WHEN ORDERING
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FAT BOBS FLATSIDE Tank Only
Part # EG-2C 3.5 gal. $129.95
Part # EG-2B 5 gal. $139.95
Part # EG-3B 6 gal. $169.95
New "Stretch" FLATSIDE GAS TANKS
FOR BIG-TWINS 1984-UP This radical tank design features an add-on stretch that completly fills the void between where the stock tank ends and the seat begins
Part # EFST-330 4.2 gal. $219.95 set Part # EFST-332 6.0 gal. $299.95 set
Part # EFST-331 5.0 gal. $229.95 set Part # EFST-333 7.0 gal. $329.95 set
"Stretch" FLATSIDE FAT BOB KIT
Includes: Gas Tanks, Dash Kit (choose one), 2 light, 3 light or Cateye, Chrome Petcock, Gas caps. Fits 1984-Up
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Part # EFBK-6 5.0 gal. $364.95 kit
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Heavy duty top grain leather adjustible buckles & zipper legs
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or 12 for $99.95
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1000Lb Cap. Deluxe Moto Jack • foot operated hydraulic • 2 fixed & 2 swivel steel wheels • stay bar locking devise to keep lift in full up position for extended period
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# Los Cojones Grandes

## Tim Conder's Magneto-Fired Maracas!

Wildman hot rod artist, bike painter extraordinaire, and custom fabricator Tim Conder's quest to build the ultimate rigid-frame chopper began with the formidable task of defining old-school Kustom Kulture, then refining and boiling it down to create this mind-blowing, bad-ass bike.

At age 17, Tim jumped on his Sportster, and, in a whirl of dust, left his Kentucky home, bound for the California sun. Once in the Golden State he worked for many legendary builders, including Ed "Big Daddy" Roth, before going to art school in Seattle. After six years as a freelance artist, his next truly full-time gig was crafting outrageous paint schemes for cars and bikes—12 hours a day, 7 days a week. →

Tim settled in Washington, and these days you'll find him at Easyriders of Bellevue, where he's designing and building one-of-a-kind customs, like this awesome ode to rodders and hip daddies past.

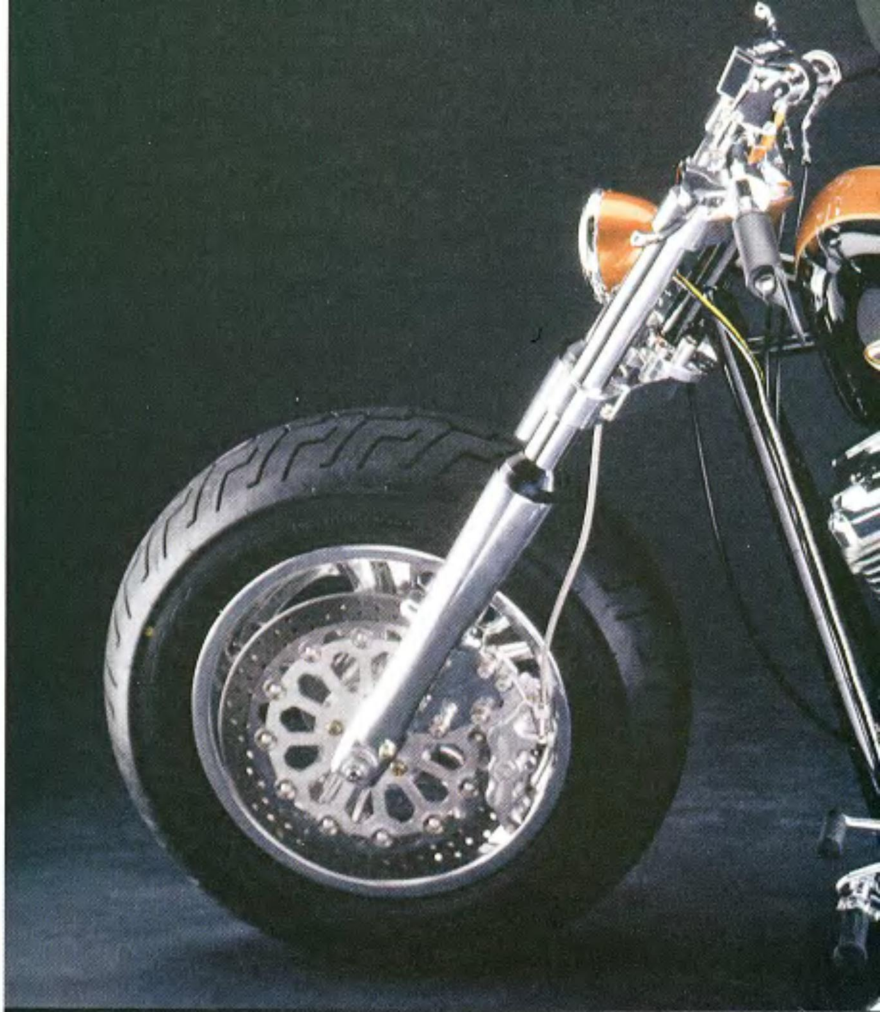
It's only natural for Conder to kick-start his imagination by conjuring up the mythical choppers of yesteryear and then mating them with twisted hot rod images from his idol, Ed "Big Daddy" Roth. As you can see, there is no more powerful statement than this big, nasty, rigid-framed machine. Unimpressed with overly polished, comfy-smooth, typical boulevard cruisers, Tim knew that keeping it righteous meant he would have to extract the essence of racing fuel, burn rubber, and push the envelope, distilling it into this hard-core dynamo.

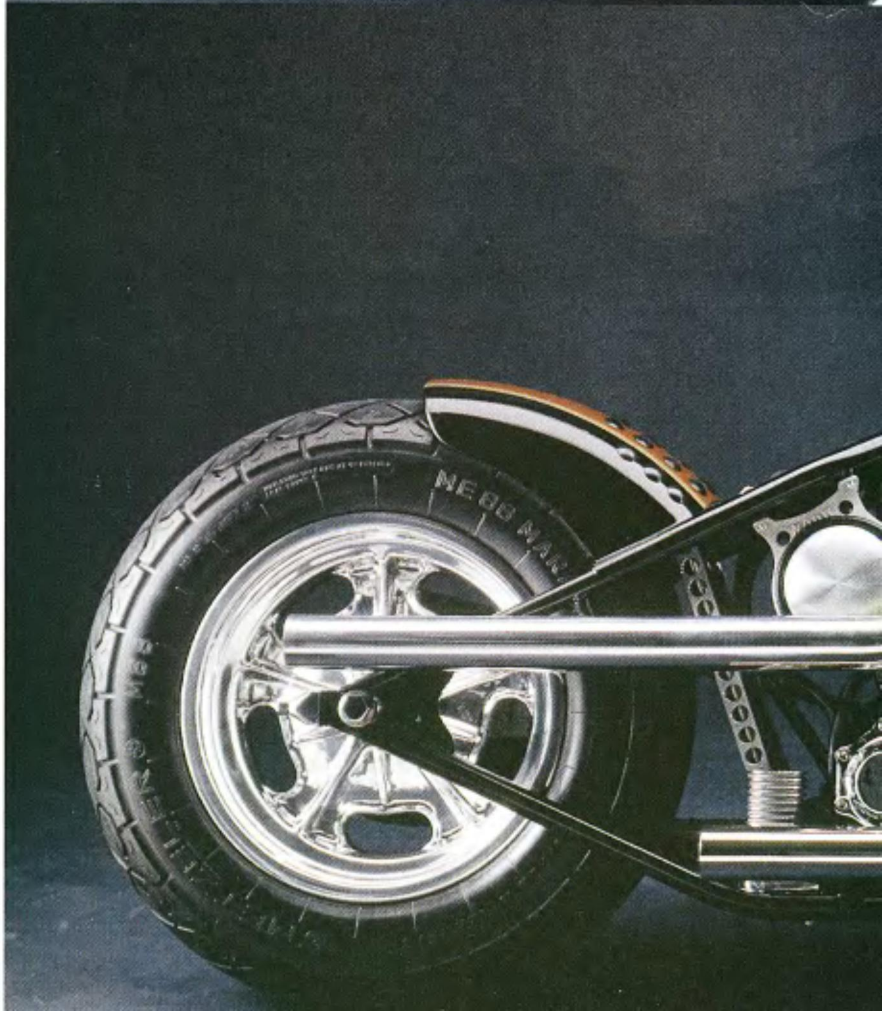
Based loosely on a flattracker, every raw element of this evil, industrial-strength ride is in-your-face to show that this one lives up to the myth. From the intentionally visible chain-knotted 10-gauge wiring, to the "chew-yer-leg-right-off" primary, one look and you can see why Tim calls it "Los Cojones Grandes." The "nubbin-fortified chick biscuit wiggler" seat always keeps you alert and one pothole away from personal cojones extraction! It has plenty of swagger and gut-wrenchin' appeal.

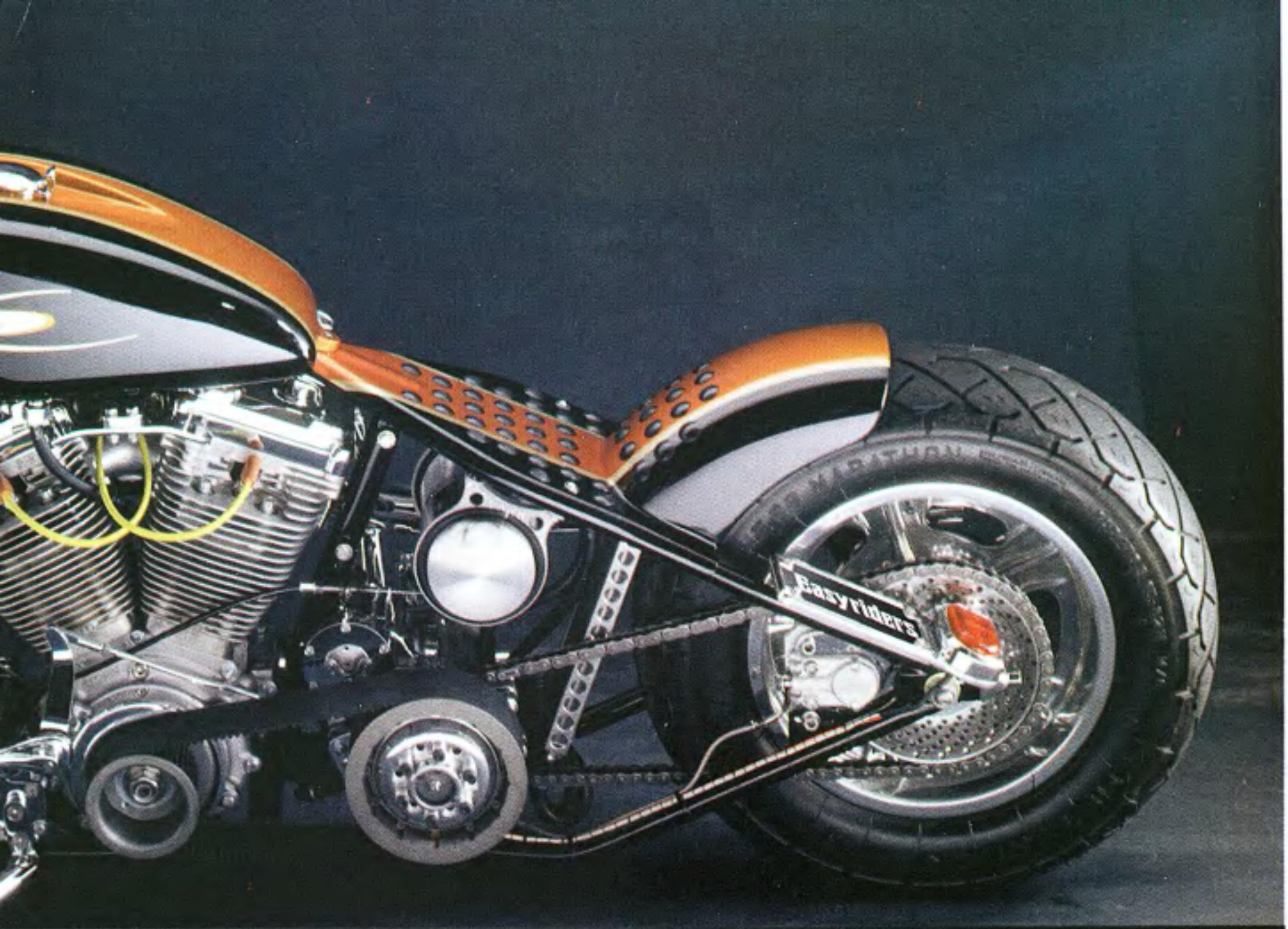
The Morris magneto-fired hot rod rigid has plenty of wild mods, such as 7/8-inch axles and extra wide Conder Cojones-brand billet triple trees. There's even an oil cooler from a car. Tim brought in a few buddies, like master machinist Mike Soldano (of Soldano guitar amps), to fashion the tank mounts, all of the brackets and spacers, and to fit and install the Hallebrand wheels. John Wooten did some welding and even took the scoot down to its first bike show in the back of his van to put on the final touches.

The first time this rice-eatin' mega-monster fired up, it sent the faint of heart scurrying in every direction as the Porker shotguns roared like some Top Fuel funny car from hell. After a good tuning, Tim just couldn't resist motoring to his favorite watering hole and burnin' off a leg-wettin' smokey for the crowd. With such awe-inspiring talent in the two-wheeled department, we'll bet Tim will grace these pages again in the near future. Before the bike was even finished, it caught the eye of Ron Evenson. Ron just had to have it, and he hasn't let the tires cool off since.

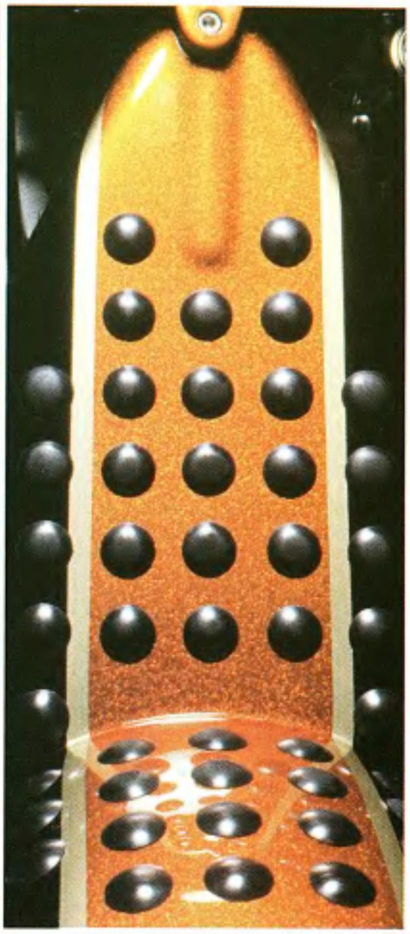
*—Jeff Moore*






Easyriders

S&S
SUPER



**Owner:** Ron Evenson
**City:** Woodinville, Washington

**General**
Fabrication: Tim Conder
Year/make: 1998 Conder Custom
Model: Los Cojones Grandes
Assembly: Tim Conder
Chroming: Art Brass, Bellevue Plating

**Engine**
Year/model: 1998 S&S
Rebuiler: S&S
Ignition: Morris Magneto
Displacement: 96 cubic inches
Lower end: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Carb: S&S
Pipes: Weasel-graspin' shotguns
Modifications: S&S lifters, pipes shortened 7 inches

**Frame**
Year: 1998 Atlas rigid
Builder: Mike Soldano, Tim Conder

**Transmission**
Year: 1998
Type: RevTech 4-speed
Modifications: Belt Drives Ltd. open belt drive

**Paint**
Molding: Tim Conder
Painter: Tim Conder
Color/type: candy tangerine/metalflake
Special paint: Tim Conder

**Accessories**
Bars: drag
Handlebar controls: Hurst
Fenders: Burke Fabrication
Headlight: Flaky
Taillight: Scooter Lab, Soldano, Conder
Speedo: sorry-o
Pegs: H-D
Foot controls: CCI
Electrics: minimal
Gas tank: Burke Fabrication, Soldano, Conder
Oil tank: moon
Seat: nubbin fortified chick biscuit wiggler

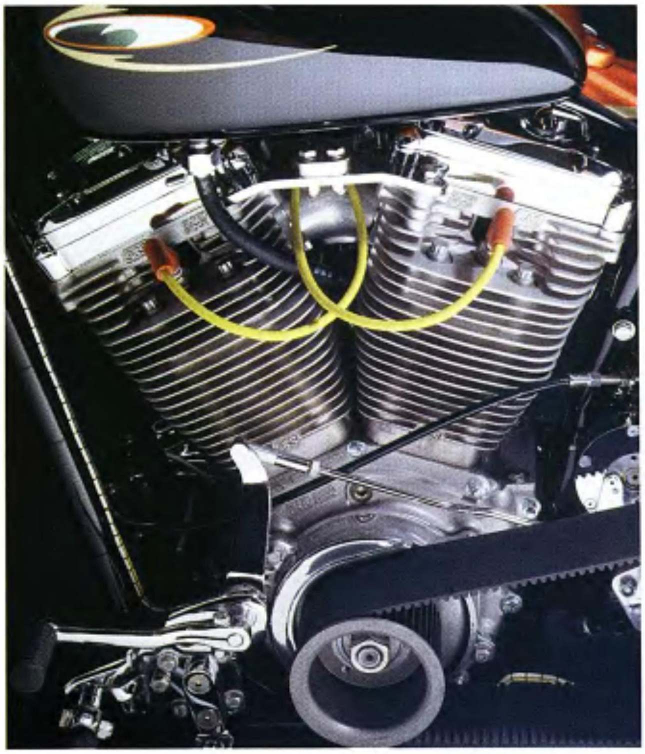
**Forks**
Type: super wide
Builder: Soldano, Conder
Modifications: Cojones triple trees

**Wheels**

**Front**
Type: Hallebrand drag
Size: 15-inch
Tire: Metzeler
Brake: disc

**Rear**
Type: Hallebrand drag
Size: 15-inch
Tire: Metzeler
Brake: disc

**Photos:** Dave Gleason

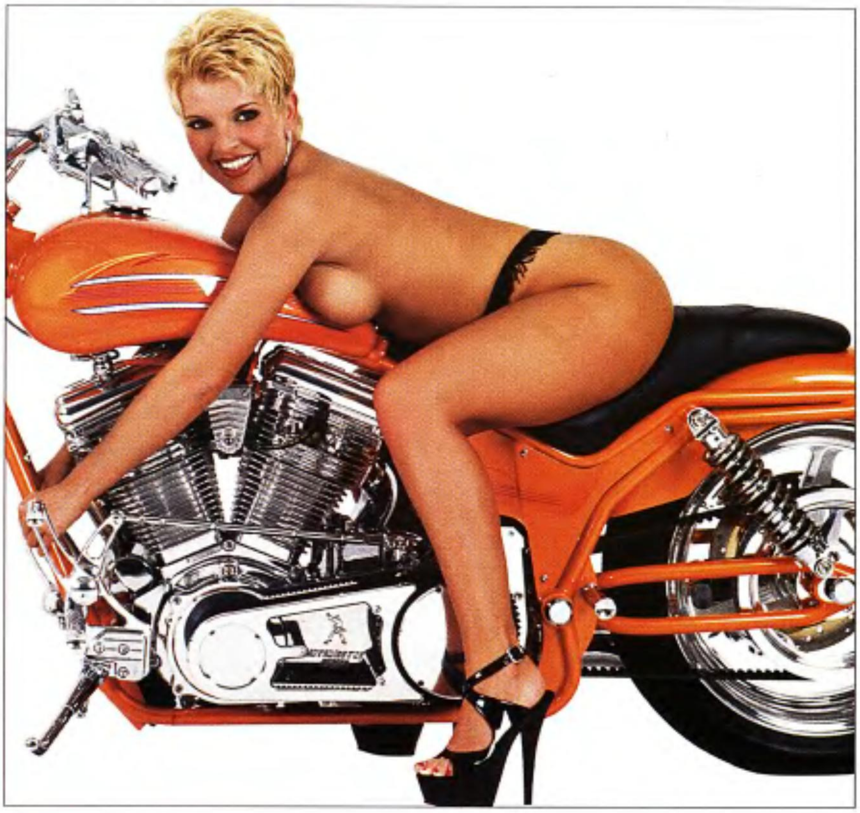


*Is sex a misdemeanor or a felony?*
*It's a misdemeanor—the more ya miss, da meaner ya get.*
Cleta Oris
Hymensburg, Pa.

## Meet November's Winner

Get ready for a shocking announcement. This month's winner, Jerilyn from Rockford, Illinois, is *not* a dancer! I know, hard to believe, but it's true! Although she does waitress at Frank Gay's (Yup, that's his name) Marquee, a nearby Gentleman's Club, her real job is selling for a major cosmetics company. She uses the waitress gig as a way to save extra dinero for her own Harley, which is well within her grasp. When she's not helping her female customers with the latest cosmetic tips, or making tips at the night job, you'll probably find her singing at various Karaoke contests, where she's walked away with the big money on more than one occasion. Although she said she wasn't a night person, she hit the Hollywood nightlife at full throttle. With stops at the notorious Viper Room and the Sky Bar, she had Oil Can, his house mouse, Sin, and Bomber beggin' for mercy! Her trip wasn't complete until she encountered Hootie and the Blowfish gettin' ready for a gig and cajoled them into takin' a few photos with her! If you want to catch more of this lovely lass, flip to page 98 and peruse photog Jim Gianatsis' adventure on film, as Jerilyn poses on Joe Ragusa's 1998 Special Construction.

*—Deacon Blues*



Valerie—New York

#401

Shannon—California

#402

*"My first ride was going 60mph against traffic on 5th Ave. in NYC! Very exciting!"*

*"My first ride was on a Softail, and the vibration left me wanting much more."*

Alia—Ohio

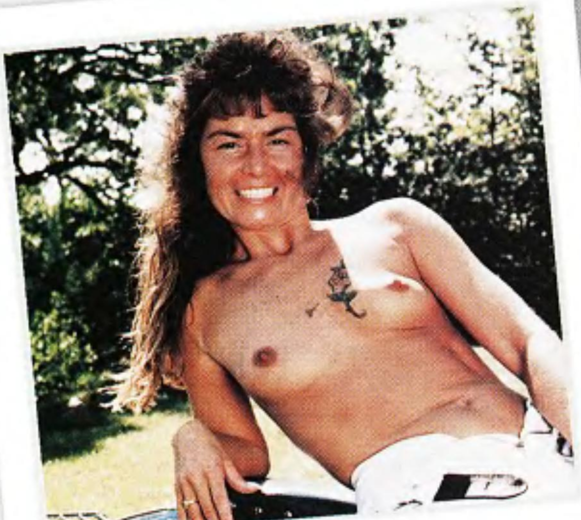
#403

*"I spent my first ride praying he wouldn't shift out of third gear. It was amazing!"*

Jennifer—Georgia

#404

*"My first ride was with my uncle on a '61 Sporty, and it was a blast!"*



Cindy—Iowa

#405

*"I've grown up as a Harley babe, and I'm getting to be an older Harley babe. I love holding on to my man, ridin' free."*

Raquel—New Jersey

#406

*"On my first ride I was so excited I ripped off my top! Hearing all the men scream drove me crazy."*

# FoxHunt

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

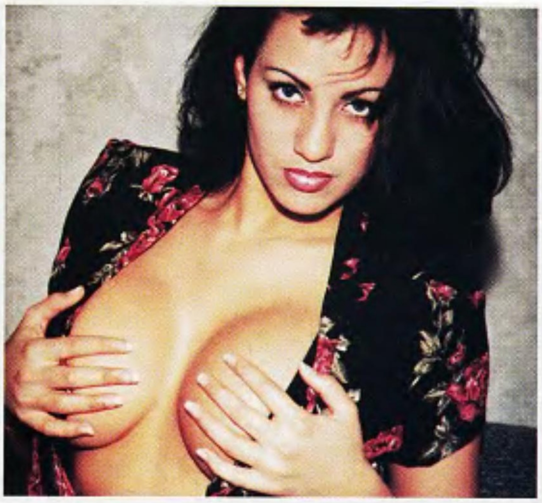
1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #310 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes April 1, 1999. The voting deadline for this month's crop of cuties is April 30, 1999. We'll print the winner in the August 1999 issue.



Here she is, bros, the December 1998 winner in our monthly Fox Hunt, Esmeralda, #1204, from Chicago, Illinois. See more of her next issue.

---

310

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am _____ years of age, born ______________
I will pose Full Nude ______________
Model's Signature ______________________

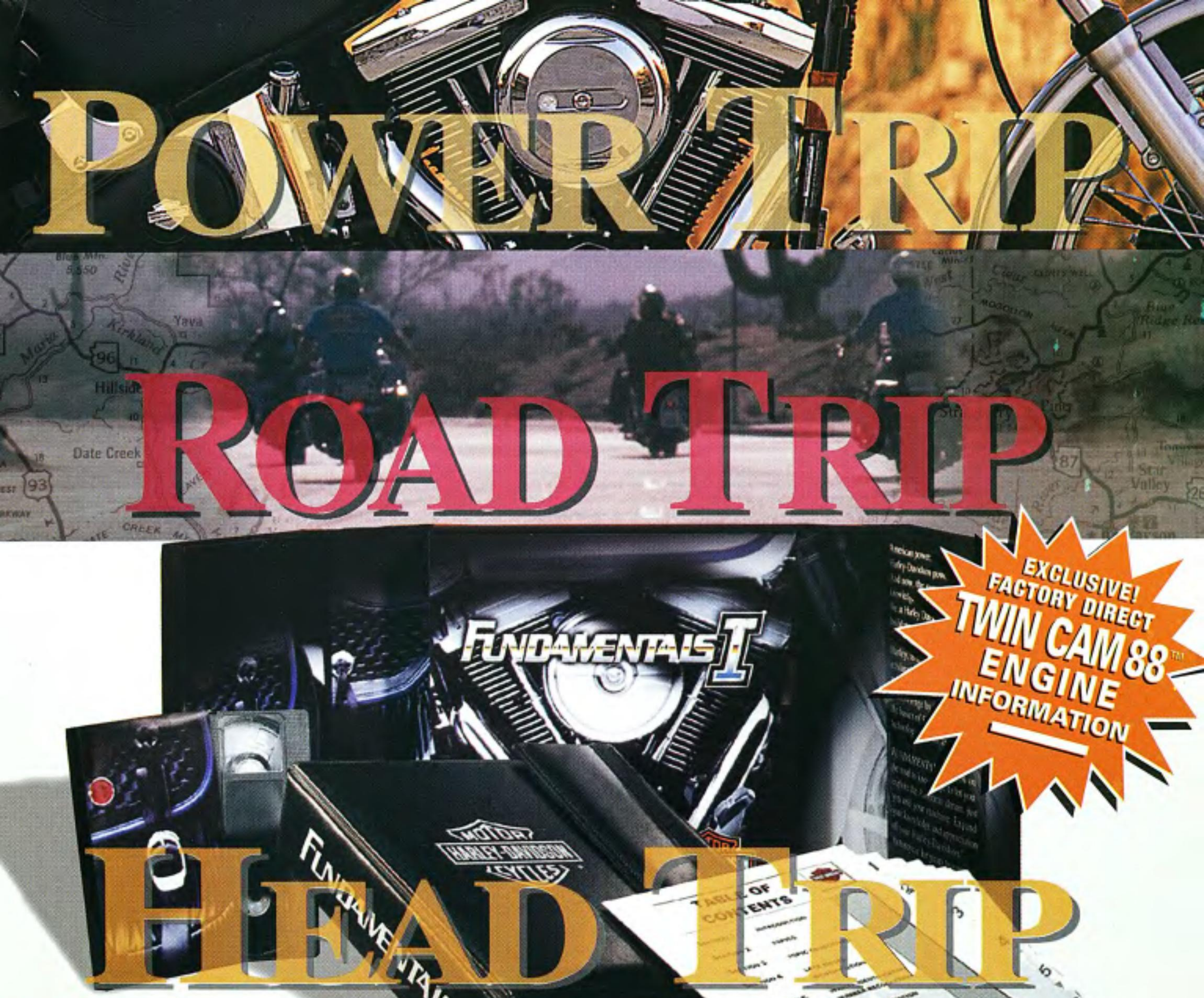
Photographer's Name ______________________
Address ______________________
City ________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ______________________

***Don't forget to vote! These girls are depending on you!***

Send a photocopy of your picture I.D.that shows your signature and photo.

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

______________________
______________________
______________________

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***– Andy Smith, Service Training Program Manager, Harley-Davidson Motor Company***

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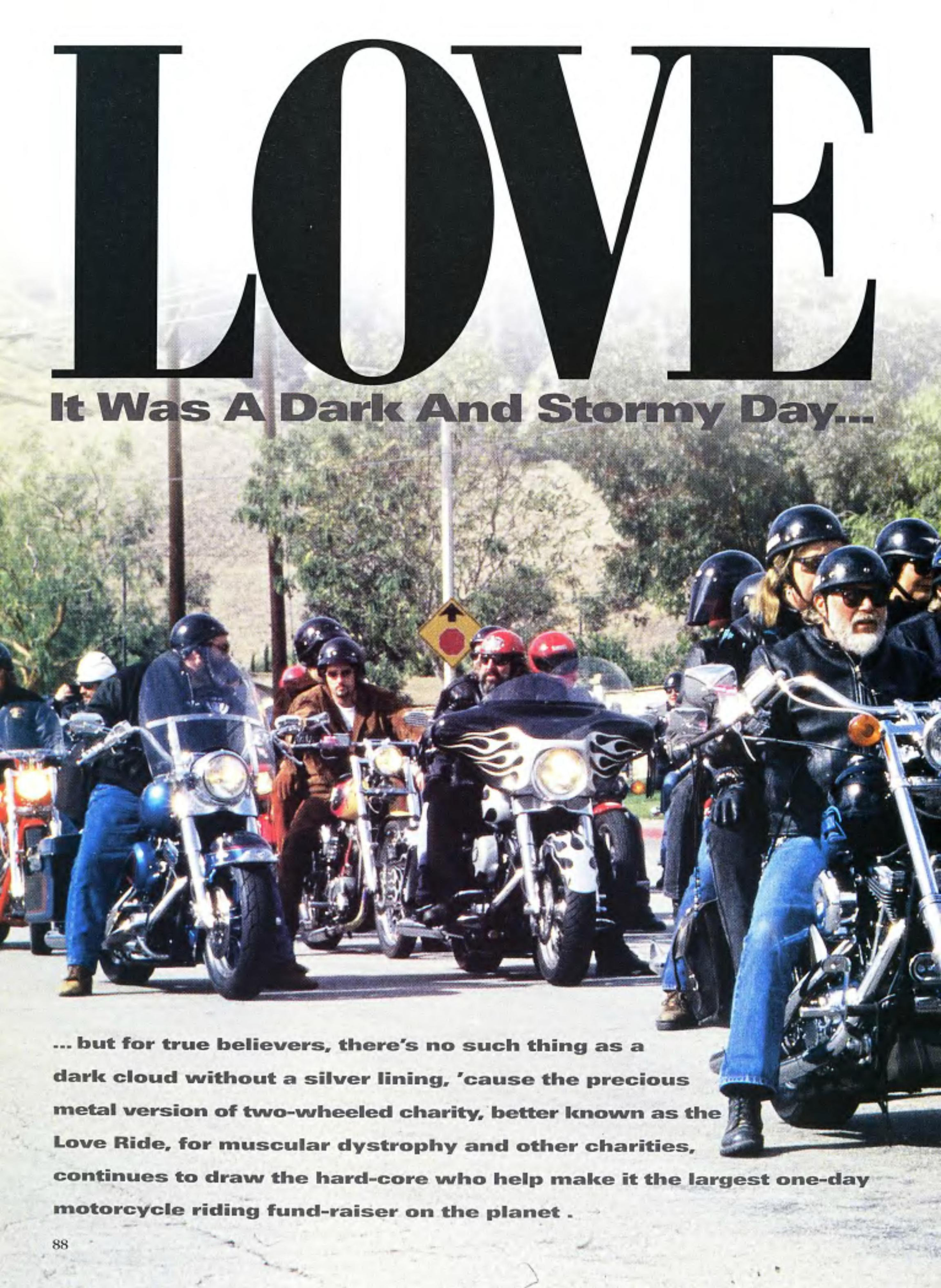
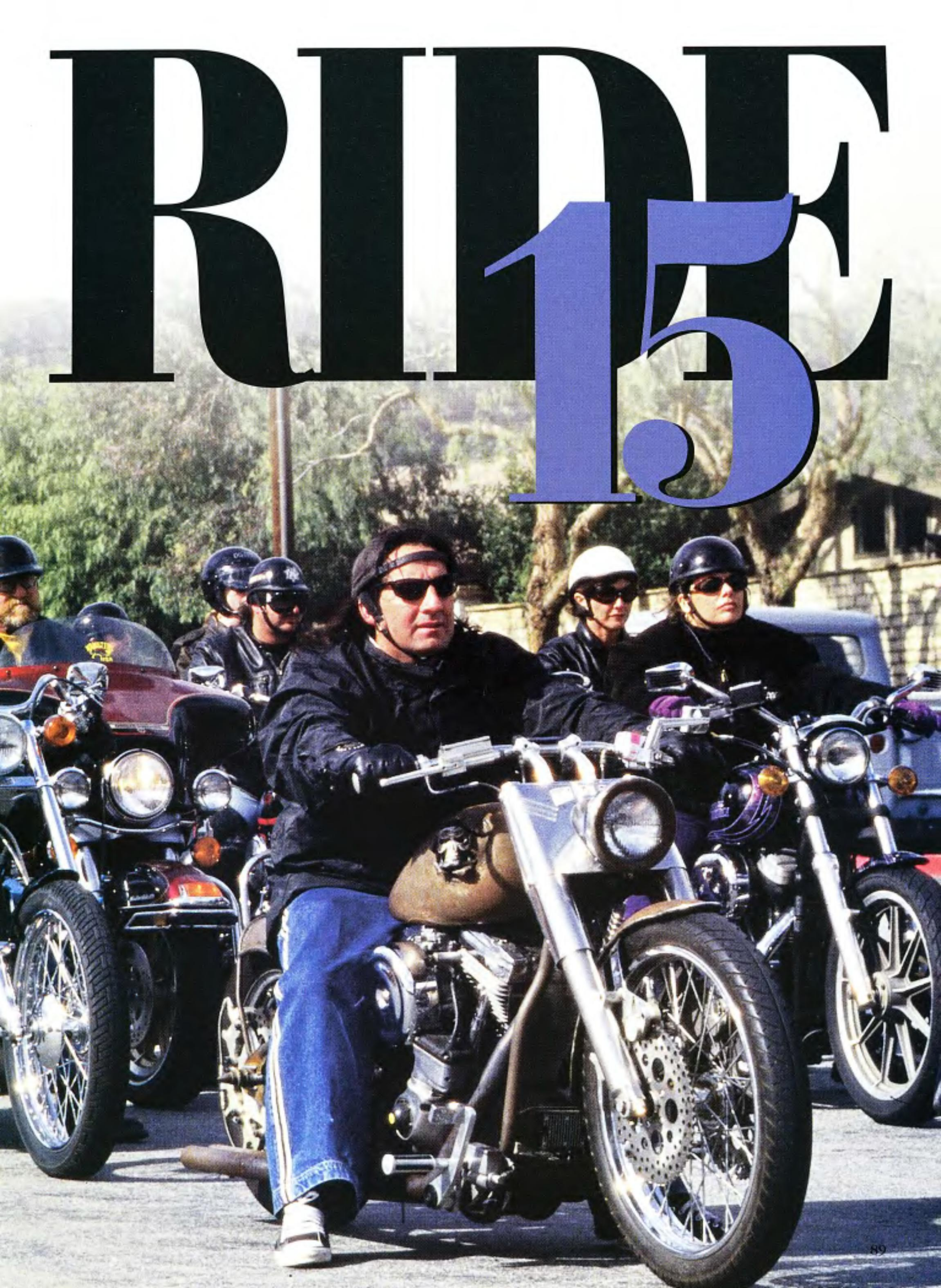
# LOVE

## It Was A Dark And Stormy Day...

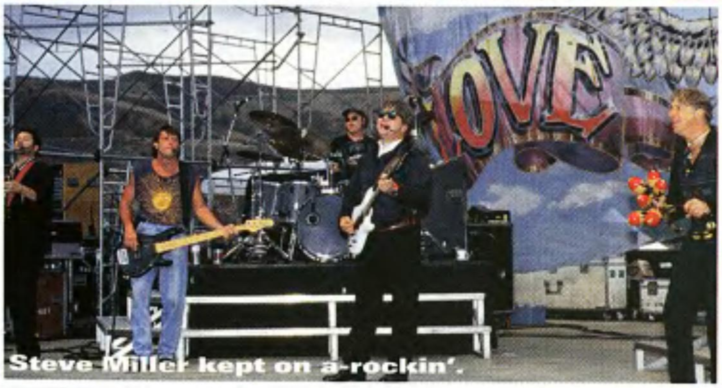


**... but for true believers, there's no such thing as a dark cloud without a silver lining, 'cause the precious metal version of two-wheeled charity, better known as the Love Ride, for muscular dystrophy and other charities, continues to draw the hard-core who help make it the largest one-day motorcycle riding fund-raiser on the planet .**

# RIDE 15



Partyin' at Castaic Lake.


Steve Miller kept on a-rockin'.

The layman's version of this disease is that it wears away the muscles, and there's presently no cure. The biker's version is that we ride for those who can't ... but who someday will hopefully walk.

## THE PRELUDE

The Love Ride (founded a decade and a half ago by Glendale Harley-Davidson owner Oliver Shokouh, and sponsored by Glendale H-D) actually consists of three parties beforehand, starting with the Friday night concert at BB King's at the Universal Citywalk in Universal City. Slash (from Guns N' Roses) and Eric Sardinas (who does things with a guitar and a beer bottle that ya gotta see to believe) rocked the joint to the rafters. Saturday afternoon, the Otis Chandler Museum in Oxnard (about an hour west) opened its doors to one of the finest bike collections in the free world. Saturday night, the Pre-Love Ride party at the Easyriders ranch in the Malibu Mountains (where the new CMC/Indian motorcycles were revealed) set the stage for Sunday's cumulonimbus stand-off with mother nature.

## THE MORNING OF ...

It was 0-dark thirty in downtown Glendale. Bikes were trickling in, the coffee was flowin', and volunteers were gettin' everyone signed in who wanted to register at the last minute. As the skies began to teasingly clear up, the streets swelled with chrome. Longtime riding celebs like Jay Leno and Peter Fonda started showin' up around 9 a.m., offering heartfelt words about the cause, and they were followed by folks like Nancy Sinatra, Ann-Margret, Perry King, Lou Diamond Phillips, Branscombe Richmond, and Pat (Mister National Anthem) Boone.

The lurking skies had everyone holdin' their collective breaths, like first-timers (and newlyweds) Mark and Julie Foulke from the Las Vegas local chapter of Wind and Fire motorcycle club. Near the back of the chrome ocean, Bear Sanchez and Rickers Stephan hoped their bro Danny Lee could fix his '73 Sporty in time, 'cause they didn't wanna miss their first Love Ride either. Finally, the "What the hell, let's ride" vibes washed over the pack, and so they did just that. Led by Leno and company, a group of 15,000 fearless faithful rolled out in waves up Interstate 5 on a 50-mile sojourn to Castaic Lake.

## THE RIDE

Bangin' gears and linin' up in the far left lane, the Harley horde drew crowds along the overpasses, all of whom wanted to be a part of this event in some way. Signs, banners and messages on T-shirts said it all, and it's a feeling that chills ya even on a hot day ...

Merging north into traffic from the 405 freeway added to the energy, as the ascent up the asphalt grade gave ya a feeling over really moving toward something. Dropping down into the Santa Clarita Valley, you soon forgot that Los Angeles even existed, 'cause it's hilly and wide open out there. The 50 miles burned up quick, and the next thing ya →

Branscombe Richmond and Playmate.

The Bud Girls dig the blues.

Arlen Ness and fan.

knew, 15,000 riders were tryin' to funnel into the Castaic Lake Park. It's kinda like watchin' Anna Nichole-Smith shoehorn herself into spandex: a site worth seein' even if it takes a while.

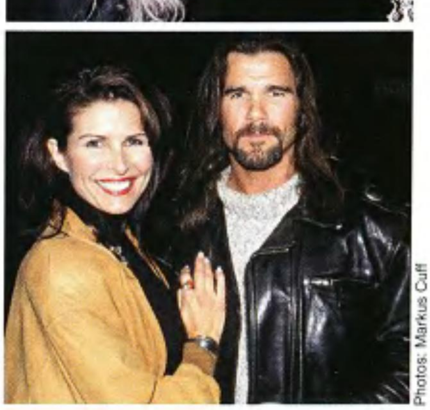
## THE REAL DEAL

Walking over the top of the emerald green hillside, the payoff was revealed: a huge music stage with rows of hay bales for seats, vendor tents and booths loaded with goodies, and the smell of Tony Roma's barbecued ribs everywhere. George Thorogood and the Destroyers blew it out like the big dogs they are, in-between stunt riding demos by François Schetelat and some precision drills from the Victor McLaglen Motorcycle Corp. Steve Miller then took center stage, inciting riots and no small amount of 1999 GMC Sierra truck bed abuse (if you were up front, you know what we mean). A raging redhead (Amanda Surgenor) and a bouncing brunette (Leah Butler) made sure that the audience remembered what the biker party spirit was all about, and everywhere you looked, Bad Pig posters announced a new bike clothing line and their motto, which was actually kinda the Love Ride's motto: Don't Give Up.

At the day's dry end, Oliver Shokouh received the Road Rider of the Year award from the American Motorcyclists Association, Barett Lee made out with a 1999 Dyna Wide Glide, and William J. Neal won a slightly worn GMC 1999 Sierra. More than $1 million was raised (that makes over $10 million for the Love Ride to date), and with so much help from people like ABATE Local 1, Christ MC, Friends of Castaic Lake, Glendale H.O.G. chapter, Grandfathers MC, Loners MC, and Soldiers For Jesus, the certifiably one-day mother of all parties once again lived up to its rep. So plan now for Love Ride 16; you'll be in mighty good company, and some very special people will love ya for it.

*—Captain Trash*

*With special thanks to Pat Corti, my breastsisstant Kelli "Easyriders Calendar Girl" Dodson, and Preacher Rick*



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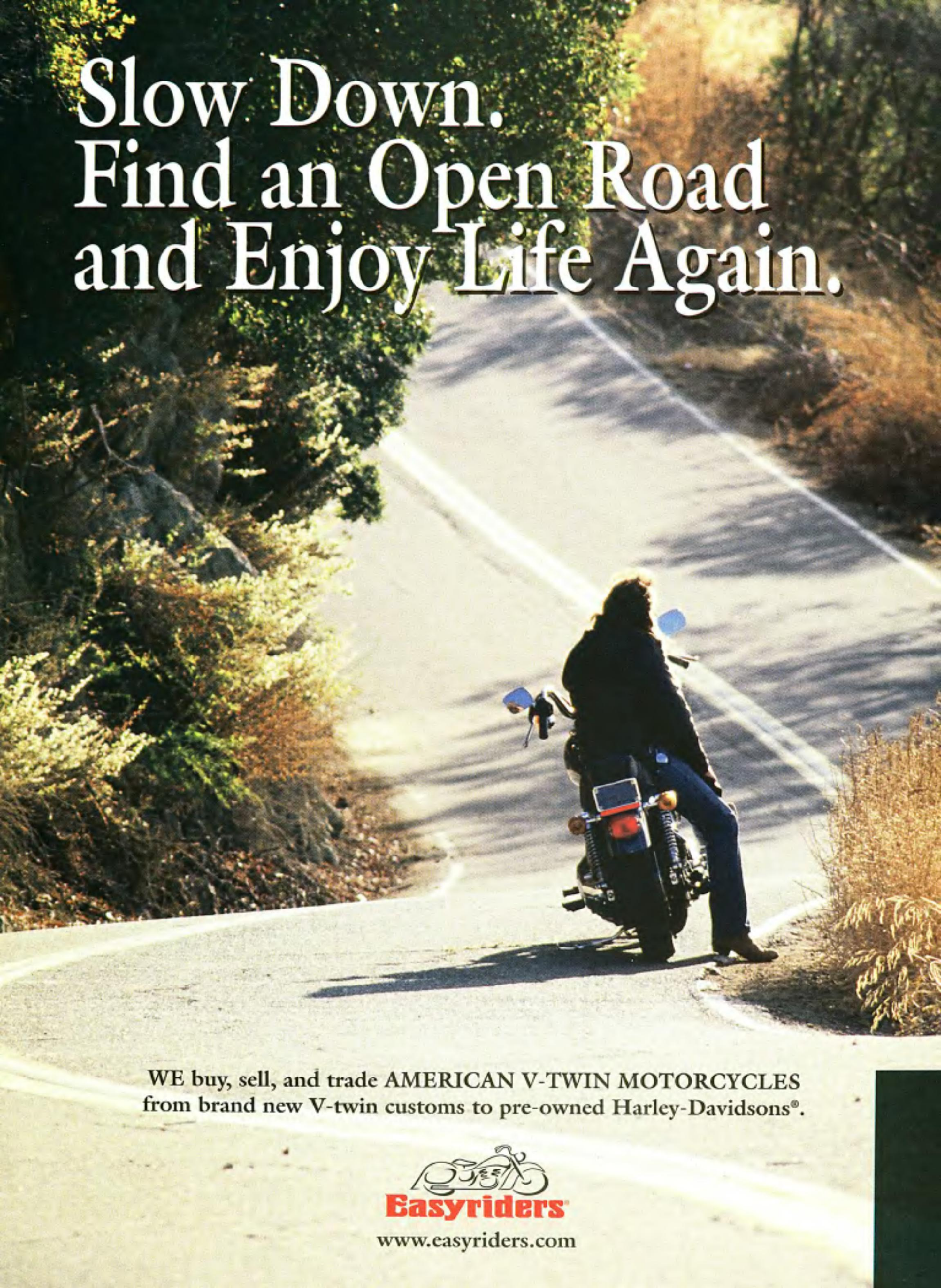
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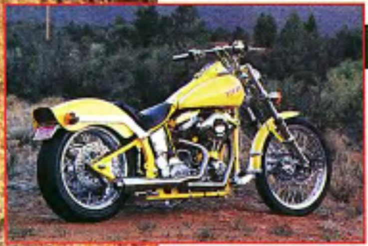

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# NO 2ND RUN

## Built To Rock From The Get-Go

California's San Juaquin Valley turns into a broiling test of asphalt endurance come summertime, but it met its match with Joe Ragusa's '98 Special Construction. It's the kind of bike you'd hear long before you saw it, rising up over the shimmering waves of heat-induced illusion, then blowing past you with enough pull to wrap your face back around your ears.

Joe originally intended to squeeze a soon-to-be custom-built motor into a '96 Dyna Glide, but when a buddy bought his bike, the plan shifted to "B"—as in Bourget. One hundred five cubic inches of take-no-prisoners, performance-oriented metal sits inside that Pro-Cruz Dyna frame, and its 1 1/5-inch backbone and 1-inch downtubes support a 110 horsepower ass-kicker that drives a stock H-D polished tranny with stock gears. The total torque package ends up smoking the road with a 180 Metzeler wrapped around a Boyd's Rascal wheel.

Up front, Joe ran another (yet slightly thinner) 18-inch wheel, sitting in a Boyd's wide glide front end. The smooth lower legs were what caught his detail-oriented eye, but the steering stops in the Ness triple trees required some modification, as did the risers (which lost an inch). The gas tank mounting on the frame →

was tricky, too; Joe had to raise the frame's mounts to accommodate the Ness tank and its fit across the curvature of the backbone.

The one-off Carlisle swingarm (with Softail axle adjusters) required quite a bit of time to get the fit tight and right. Both the wheel and belt alignment were time consuming, and determining their necessary lengths was critical. Fortunately, Joe knows something about patience and doing it right, due to 15 years as a heavy equipment mechanic.

The hand-formed panels around the battery were Joe's doing, as were all the hidden electrics running through the frame and living under the seat in an owner-built wiring harness. He also made all the stainless oil lines with materials that any ambitious home builder could buy at a hydraulic supply store. Key word here is ambitious ...

Speaking of which, the best is saved for last: Autolite plugs sitting in fully ported STD heads (with Gary Bang guides, Precision Machine nitrated black diamond valves, and Woods automotive springs), bolted atop Shumaker billet barrels, housing J&E 10.8:1 pistons. The 3 13/16 bore and 4 5/8-inch stroke drives a 630 Woods Automotive cam, fed through the S&S G manifold by a polished Mikuni 45mm carb that Joe believes is the most tunable breathing device out there. His dyno numbers tend to provide fairly solid supporting evidence to that thought.

The '70s retro graphics were laid down by Ron Beam, and with tireless support from Rusty Carlisle, Joe's first ground-up project was designed, assembled, painted, and fired with no test build and no second run. Hard-core right out of the starting gate, a high-torque leap of faith, working without a net ... call it what you will. By the time you pull your face back from around your ears, all you're gonna see and hear is a streak of daylight that can damn near fry the California sun.

And fourth gear ain't even been touched ...

—*Captain Trash*

**Manufacturer:** ....................Joe Ragusa
**City:**....................Bakersfield, California

**General**

Fabrication: ....................owner
Year/make: ..1998 Special Construction
Model:....................big twin
Assembly: ....................owner
Chroming: ................polishing by owner

**Engine**

Year/model: ....................1998 S&S
Rebuilder:....................owner
Ignition:.....MSD (multiple spark discharge)
Displacement: .............105 cubic inches
Lower end: ....................S&S
Pistons: ....................Axtell/JE
Cases: ....................S&S
Cam: .................Woods Automotive 630
Carb:.................... Mikuni 45mm
Pipes: ..........Samson Ground Pounders
Modifications: ....balancing by Reynolds Machine, Crane lifters, Boyd's velocity stack air cleaner

**Transmission**

Year: ....................1997 Dyna Glide
Modifications:.........Karate belt, polished

**Paint**

Molding: ....................Harness Works
Painter: ....................Ron Beam
Color/type: ....................tangerine mix/ House of Kolor
Special paint: ....................Ron Beam

**Frame**

Year/type: ..............1997 Pro-Cruz Dyna
Builder: ....................Bourget
Shocks:............Progressive Suspension
Modifications: ..........Carlisle swingarm, 38-degree rake, 3-inch stretch

**Accessories**

Bars:....................XLH, Custom Chrome
Handlebar controls: ....................Ness
Fenders: ....................Jesse James
Headlight: ....................Headwinds
Taillight: ....................Beyond Bolt-On
Pegs: ....................Ness
Foot controls: ....................Ness
Gas tank: ....................Ness
Seat: ....................Danny Gray
Mirrors: ....................Beyond Bolt-On
Grips: ....................Ness

**Forks**

Type: ....................Boyd's wide glide
Builder: ....................Boyd's, owner
Modifications: ..........Ness/Boyd's trees, lower legs

**Wheels**

**Front**

Type: ....................Boyd's
Size: ....................18-inch
Tire: ....................Metzeler 110 70
Brake: ....................JayBrake (6-piston)

**Rear**

Type: ....................Boyd's
Size: ....................18-inch
Tire: ....................Metzeler 180
Brake: ....................JayBrake (12-piston)

**Photos:** ....................Jim Gianatsis

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BA310

# FAST BOYS' TOYS

So you've just finished putting in another long, sweaty day at the office, piloting around 3,400 pounds of Detroit racing-iron capable of reaching speeds in excess of 170 miles per hour. Upwards of 38 million people have been unblinkingly scrutinizing your every move, some cheering you on, others hoping an oil line will suddenly rupture forcing you to roll into the pits in smoky ruin. Scant fractions of a second can mean the difference between fat stacks of greenbacks in your pocket, or nothing more than a brief write-up in the back of the sports section of the local newspaper. It's not just a job, it's an adventure called life in the NASCAR Craftsman Truck Series.

So just how do these gentlemen wind down from another hard day at the rat race? By building and riding some of the finest two-wheeled custom creations to originate from that other mecca of motorized iron known as Milwaukee.

For two hours on September 24 at the Liberty Fair Sears store in Martinsville, Virginia, the faithful flocked in to mingle with their favorite drivers, find out just what it's like to rocket out of a tight corner behind 650 screaming horses and, of course, to ogle these fast boys' favorite toys.

The roster of racing fame included such NASCAR Craftsman Truck Series celebrities as Jack Sprague, Ron Hornaday, Tony Raines, Mike Bliss, Andy Houston, Tommy Houston, and Barry Dodson. Not to be outdone in the tricked-out iron category by the on-camera talent, some behind-the-scene notables also rolled into the limelight, including Rocky Ryan, spotter for Tony Raines' Pennzoil Ford; Scott McMillion, a fabricator and tire changer for Stacy Compton's RC Cola Ford; and Eddie Thrap, team manager for Mike Bliss' ASA Ford.

If racing trucks isn't exactly your normal 9-to-5 grind, you can bet the on-the-job perks can be pretty exciting, too. For instance, when Cintas rookie sensation Andy Houston grabbed his very first Craftsman Truck Series victory at Loudon, New Hampshire,

last year, proud team owner Mike Addington rewarded Houston with the gift that keeps on giving—a '99 Fat Boy.

So what's it like tightly belted in behind the wheel of one of these trucks for 200 laps? "Driving a race truck compared to a race car takes a whole different mind set," says Ron Barfield, driver of the #35 Ortho Lawn & Garden Chevrolet. "Whether it's a race car or a street car, it's going to be more aerodynamic than a truck. A car has more aerodynamic balance because of the shape. A race truck is boxier, with a lot of square angles that catch the wind so we have to compensate in both how we set it up and drive it to make it perform properly."

Winston Cup team manager Buddy Parrott and '97 Champ Jack Sprague.

Comparing a Craftsman Series truck to a NASCAR Winston Cup race car reveals some obvious differences including a higher, squared-off nose, the long, flat bed on the rear of the truck as well as higher fenders and roof. Because of this, the truck "punches" a bigger hole in the air and, as a result of displacing more air than a typical race car, presents the driver with much greater handling challenges.

"Everyone looks at a truck and expects it to be loose or that it wants to swing around because the back end is so light," Barfield continues. "But actually the opposite is true because the long bed stabilizes the back. It's in the front where you have problems. The big, flat front of the truck doesn't provide a lot of downforce. That means the front of the truck doesn't want to turn so the truck drives with what we call a 'push'. It's like the air wants to push out toward the wall."

Installing stiffer springs on the rear and incorporating tie-down shocks on the front enable crews to adjust the attitude or angle of attack of the truck as it enters the corner. Adjusting the attitude of the truck from stem to stern means less air gets under the nose, allowing it to corner more like a stock car.

"But you can't just manhandle a truck like you can a stock car, though," points out Tony Raines, driver of the #19 Pennzoil Ford and the 1996 American Speed Association champion. →

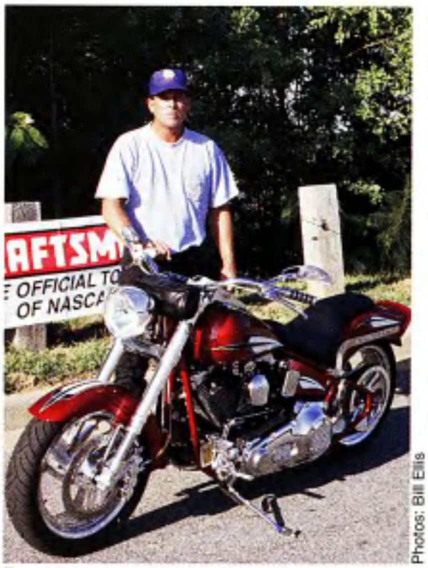
# NASCAR

## Two-Wheeled R&R In The NASCAR Craftsman Truck Series

Ron Hornaday (left) and Eddie Thrap lead the pack into Martinsville, Virginia.

"In an ASA stock car it's rare for the car to push or overpush up the track coming off a corner." In fact, he says, quite the opposite is true with the car's rear end more likely to fishtail.

If going fast is important, so is slowing down at the right time. Under race conditions on short tracks, brake rotors on these trucks can actually heat up to 600 degrees F. To help manage these mercury-boiling temps, a team will typically cut holes in the front of the truck and then run ducts back to the rotors, forcing air in and promoting cooling. Consider that when a 200-lap short race starts, brake pads on the vehicle will be about 3/4-inch thick. By the time the checkered flag waves, that same rotor will have been worn down to less than 1/4-inch.



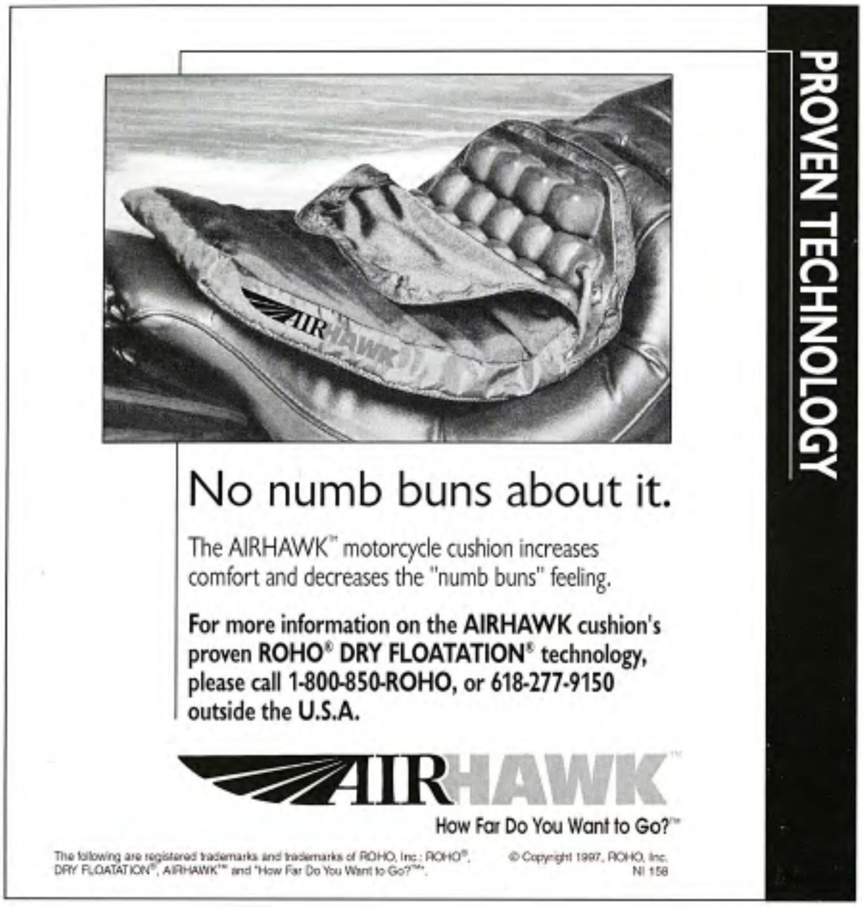
Photos: Bill Ellis

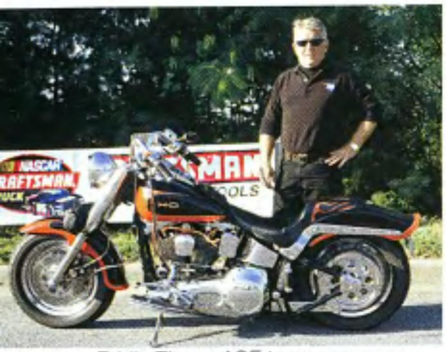
Ron Hornaday, '96 and '98 NCTS Champion

"I came out of the Formula Ford Series where the cars were open-wheel machines, very lightweight and cornered quickly," says Lance Norick, driver of the #90 Craftsman Series Dodge sponsored by the National Hockey League. "The cars were very aerodynamic and had few of the problems we have to deal with in the trucks. You quickly learn that you have to finesse the truck. If you don't, you'll be in trouble before you can blink."

But if each driver had his own successful strategy for "finessing" his truck toward the finish line, fans also learned firsthand how these racers translated their unique personalities into their own particular V-twin visions. Discussions of rake, stretch, chrome versus billet, and every other aspect of customizing bikes stretched well into the evening as riders and race fans continued debating the finer points of two-wheeled R&R.

*—Mark Petterson*

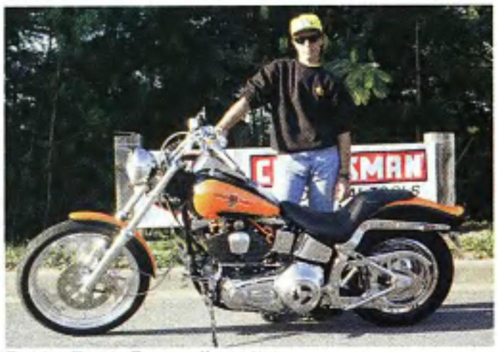





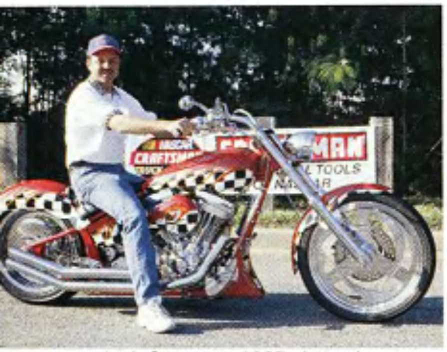
Eddie Thrap, ASE team manager

Scott McMillion, RC Cola crew member

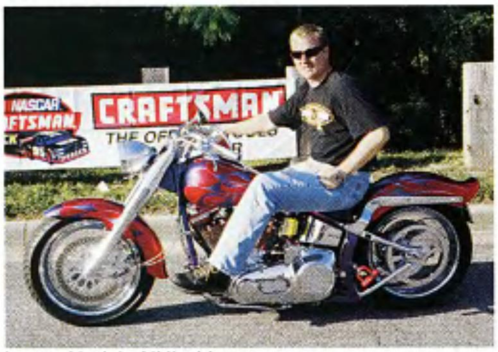
Mike Bliss, ASE driver



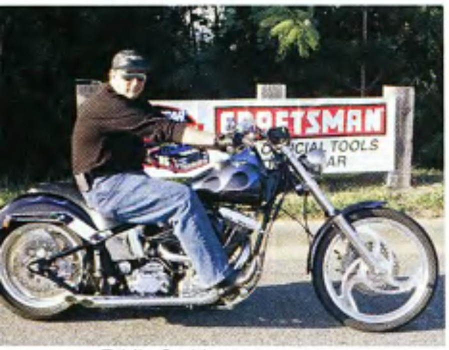
Rocky Ryan, Pennzoil spotter



Jack Sprague, 1997 champion




Lance Norick, NHL driver



Eddie Smith, team owner

Rich Bickle, Winston Cup driver

Buddy Parrott, team manager

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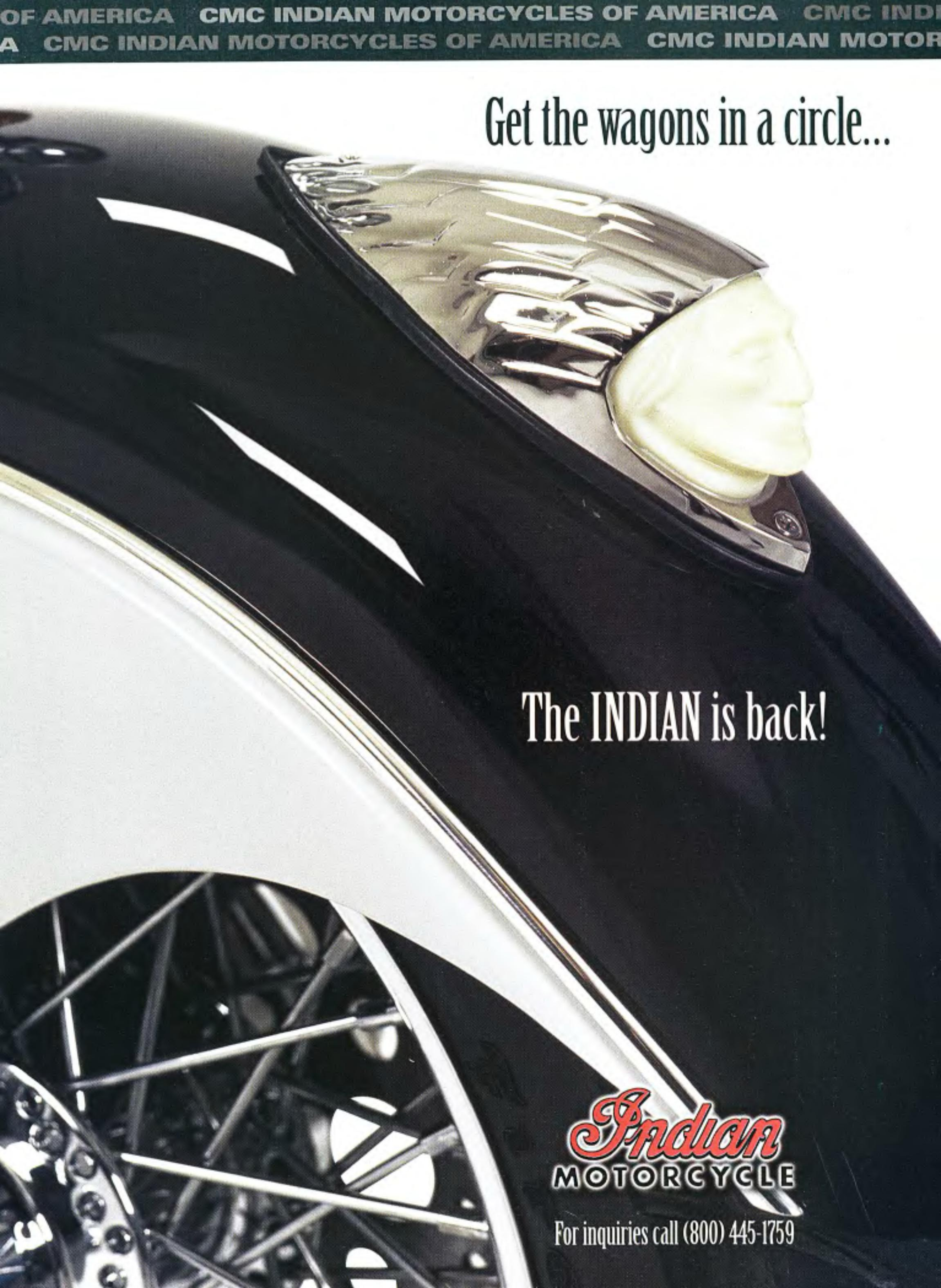
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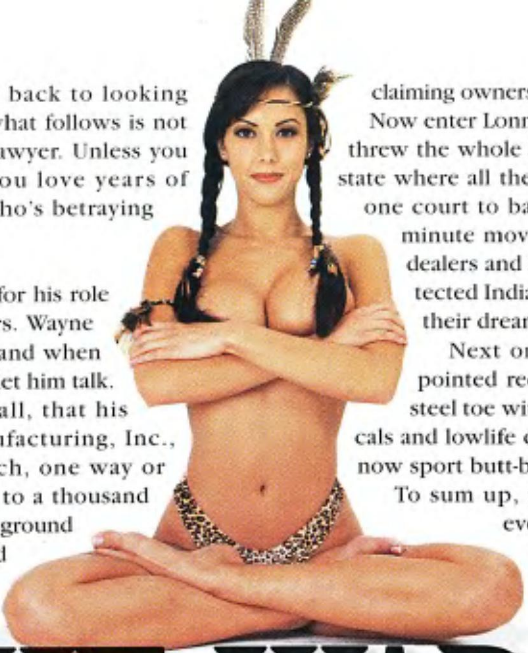
Corbin

Go away. Stop reading this. Go back to looking at the pretty pictures because what follows is not a pretty story. Unless you're a lawyer. Unless you enjoy getting sued. Unless you love years of litigation and endless charges of who's betraying who, how, and why.

**But first a brief recap:**

Philip Zanghi's currently in prison for his role in previously conning Indian investors. Wayne Baughman's disappeared from sight and when last contacted his attorney would not let him talk. It was back in 1993, as you'll recall, that his company, Indian Motorcycle Manufacturing, Inc., had raised five million bucks which, one way or another, eventually dwindled down to a thousand bucks. And by the time Wayne went to ground you had more groups than you could swing a tomahawk at all



claiming ownership of the coveted Indian trademark.

Now enter Lonnie Labriola (an investor in IMMI) who threw the whole filthy mess into Receivership, a legal state where all the warring parties consolidated under one court to battle out their differences. This last-minute move saved millions of dollars for IMMI dealers and investors and, more importantly, protected Indian motorcycle depositors from having their dreams and deposits legally looted.

Next on stage is Rick Block, the court-appointed receiver who duked it out steel toe-to-steel toe with some of the most underhanded rascals and lowlife cutpurses imaginable—many of them now sport butt-bruising boot marks courtesy of Rick.

To sum up, the upshot was that by 1997 most everyone in the estate had worked out their differences and they were ready to build an all-new Indian →

# ON THE WARPATH

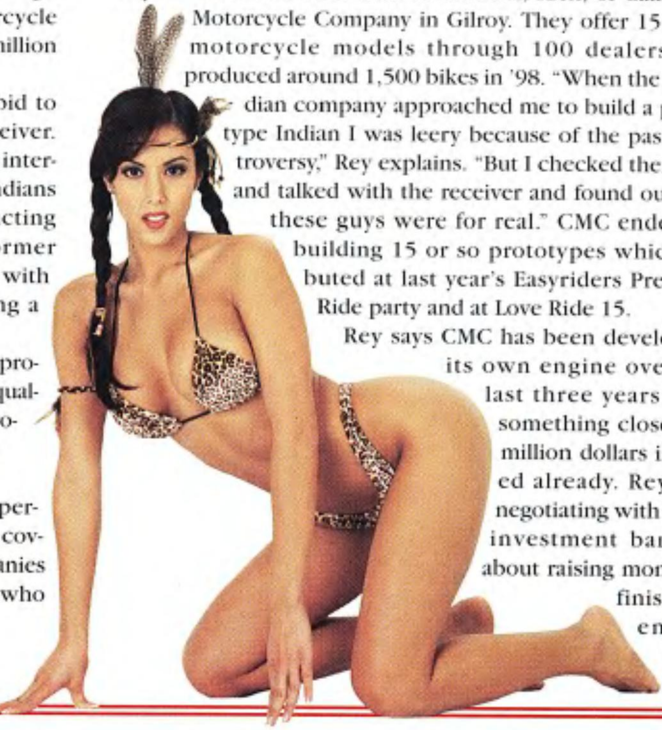
## Announcing The New Indian Motorcycle

motorcycle. All they had to do was find a buyer with enough free-flow dough to pay everybody off, design a motorcycle from scratch, and commence manufacturing it. Twenty million dollars would be about right to start with.

In early 1998, Eller Industries' (Lonnie's company) bid to buy the consolidated estate was accepted by the receiver. Lonnie had succeeded in raising several million dollars, interesting the Cow Creek Band of the Umpqua Tribe of Indians in manufacturing the motorcycle on their land, attracting top names as consultants—such as Robert Lutz, former vice chairman of Chrysler—and investing $1.5 million with James Parker and Roush Industries to begin designing a state-of-the-art engine.

Spirits were high within the estate and reaction to the prototype motor throughout the motorcycling industry was equally high. None other than noted motorcycle historian and prolific author Jerry Hatfield wrote: "In my opinion the Eller Indian is, by far, the best looking retro bike yet created."

But in a December 1998 move that shocked a large percentage of the estate, the court awarded all rights to the coveted Indian name to a group of Canadian and U.S. companies that had just absorbed California Motorcycle Company—who will now be building the bike.



Rey Sotelo is co-owner with his brother, Rich, of California Motorcycle Company in Gilroy. They offer 15 basic motorcycle models through 100 dealers and produced around 1,500 bikes in '98. "When the Canadian company approached me to build a prototype Indian I was leery because of the past controversy," Rey explains. "But I checked them out and talked with the receiver and found out that these guys were for real." CMC ended up building 15 or so prototypes which debuted at last year's Easyriders Pre-Love Ride party and at Love Ride 15.

Rey says CMC has been developing its own engine over the last three years with something close to a million dollars invested already. Rey was negotiating with some investment bankers about raising money to finish the engine

**INDIAN'S OFFICIAL SPOKESPERSON**

# Branscombe Richmond

Get those wagons in a circle, because Indian Motorcycle is prepared to throw down the tomahawk at the American V-twin competition. Who better to carry its message to the masses than the Native American Entertainer of the Year, Branscombe Richmond. It's no coincidence that Branscombe graces these pages along with the new Indian Motorcycle, since Mr. Richmond was recently named the official spokesperson for Indian. Besides wearing the USA's Native American Entertainer of the Year honors, he was also recently named Mr. Showmanship of the Year by Las Vegas' *Showbiz* magazine.

World-wide fans of the TV series *Renegade* will recognize Branscombe as Bobby Sixkiller, who played sidekick to Lorenzo Lamas' Vince Black character. (Look for limited-edition *Renegade* replica bikes from CMC coming soon.) Along with his many credits in film and television, including more than 100 roles in motion pictures and over 300 hours of television, Branscombe was one of the killer clowns who bedeviled Catwoman in the second Batman movie and has been seen recently in the series *Walker, Texas Ranger.*

"I'm honored to have been chosen to represent the exciting rebirth of the Indian Motorcycle," Branscombe told us. "Finally, this great motorcycle marque will rise like a Phoenix from the ashes to reclaim its birthright in the two-wheeled world."

Look for Branscombe and his Renegade Posse Band appearing with the new Indian at bike events throughout the year.

—*Phantom*

when the Canadian outfit made him an offer. "They delivered the goods and I signed with them," Rey says.

"For 1999 we'll use an S&S motor because it'll take us that long to finalize the new motor. By 2001, which is Indian's hundredth anniversary, we'll probably have three models—the Chief, the Scout, and I think the Warrior."

But what no one's addressed up to now involves Harley-Davidson and some of its proprietary designs. At least one insider believes that there's some serious patent infringement within the hybrid bike-building industry involving frames, engines, and transmissions. Up to now the Motor Company hasn't stepped in, reportedly because it wished to avoid any appearance of bullying the "little guys." But that could change—with serious consequences.

So what's the story behind Eller's scalping?

To sum up reams of legal documents (we do the readin' so you can keep ridin') Eller's contract to purchase the consolidated Indian estate was unexpectedly terminated by the receiver in October in favor of the Canadian/U.S. bid.

Why, you ask?

"Because Eller didn't deliver," Rick Block says.

Not so, counters John Petitto, one of the top 10 Harley-Davidson dealers in the country and a major stakeholder in the estate. "It's very simple, says John. "This new offer keeps the receiver on for twelve more months at twenty thousand dollars a month." Matter of fact, John is so incensed at how the receiver has conducted himself that he and five other major players are suing Mr. Block in a very big way.

"That's just outrageous," Rick says. "It's a serious career hit and the sort of accusation that lasts forever. Lonnie Labriola lied and lied and lied to them and they put it into a complaint."

"The facts will speak for themselves," Lonnie says, declining to join into this frenzied finger-pointing fray. "We put together a dream team, built a prototype engine that the majority of the estate still wants and we intend to continue with our efforts."

But back up now, we want to know about this tasty job →

Indian

opportunity for $20,000 a month. Where do we sign?

"It doesn't say they're paying me twenty thousand dollars a month," explains Rick. "It says they'll pay me no more than twenty thousand dollars a month to wind down the estate and if I don't put in the hours I don't get paid. Bear in mind this hourly rate of one hundred and fifty dollars pays for my general overhead and my whole office."

Rick is enthusiastic about the new deal with the Canadian/U.S. consortium. "The stockholders are getting real value," he says. "The dealers are getting dealerships that have motorcycles and the depositors can have the motorcycle that's out there right now, the one that will be modified next year or the clean sheet anniversary model. What they're coming up with is something even better than what we had in the prior deal."

But not everybody agrees. Texas-based Tony Brownsword is a depositor who spent his own money to travel to Denver for the final court hearing on which group would ultimately build Indians. "I told the judge we don't want a Harley substitute—we want an alternative to Harley. I told her she didn't understand bikers."

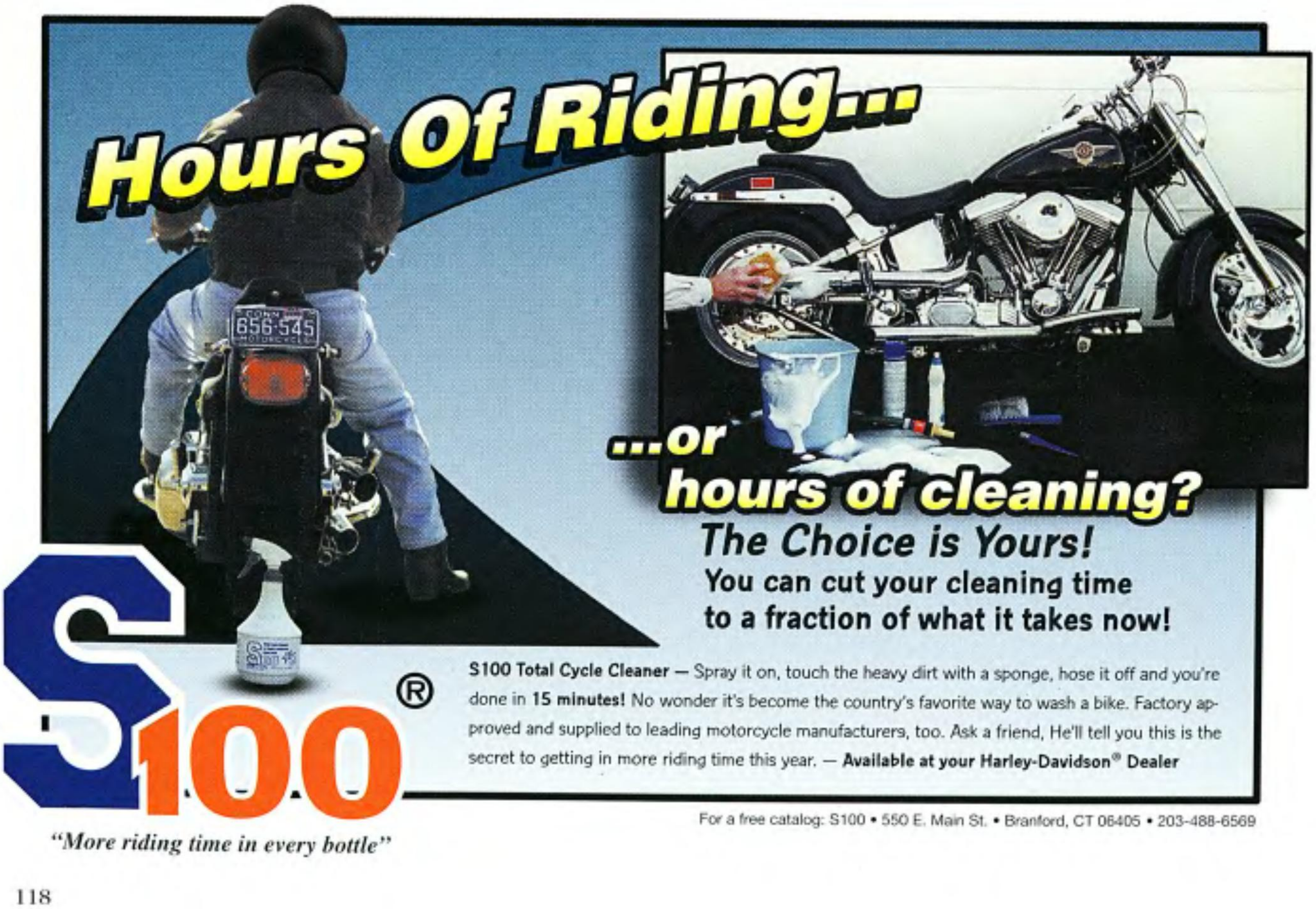
North Carolina-based dealer Steven Halprin agrees. "This is not about money anymore but about doing what's right." He also addressed the court. "I basically told them that Rick Block is a master of misinformation and disinformation and had snowed the court for so long they didn't know which side was up. We wanted the Eller Indian." His words were met with a →

standing ovation from the packed court. "But I don't want to dish on Block totally," he adds, echoing the mixed sentiments of some others within the estate. "Block has combined a lot of the pieces of the puzzle and made this viable."

The new CMC/Indian Chief models shown here (except for the Eller prototype seen right) are already in production and in dealer showrooms now. For more information call CMC at (800) 445-1759 and look for a road test of the Indian right here in a future issue of *Easyriders.*

*—Mark Petterson*

*Above:* Eller's ill-fated Indian prototype.



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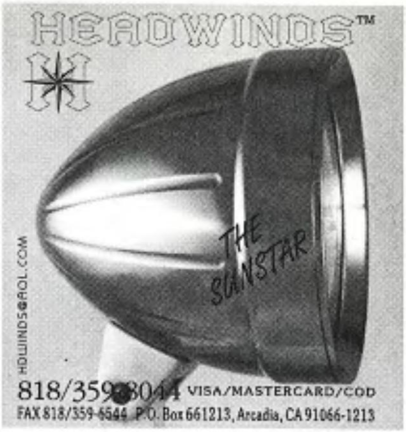

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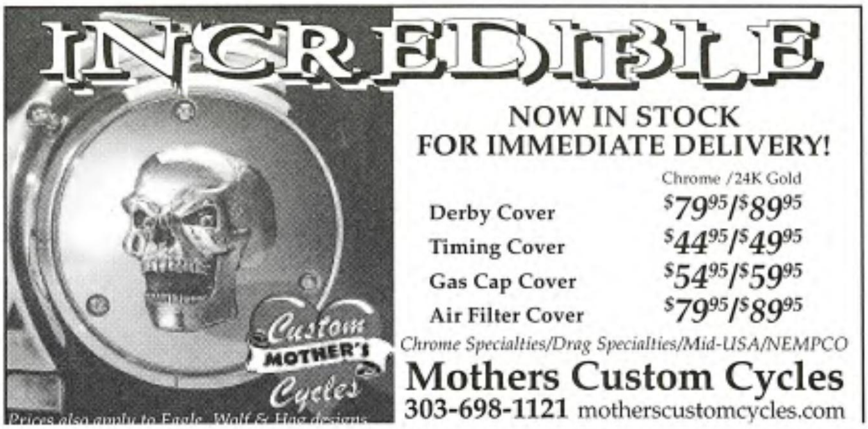

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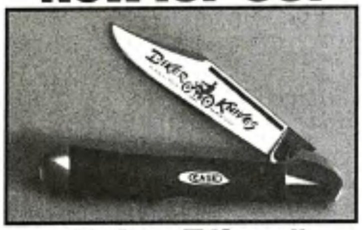

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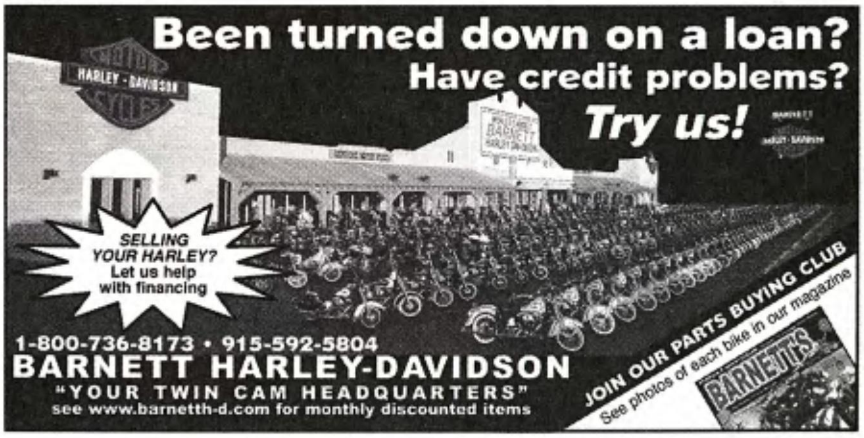

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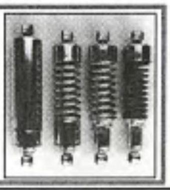

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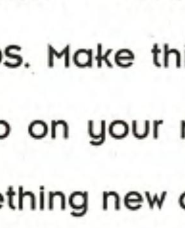


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# Rip's Tips

## Brrrrrrrrrrrrr Part One

Sometimes we're forced to ride in bone-chilling weather. Usually we don't plan it to be that way, but, on occasion, some of us have been caught unprepared. Here are some products and ideas that have helped me through the years.

First are the hands. Gotta have those to operate the putt. Those phalanxes need to bend to pull in that front wheel brake and clutch lever. Yeah, those digits need to have heat in them to hold onto those handlebars.

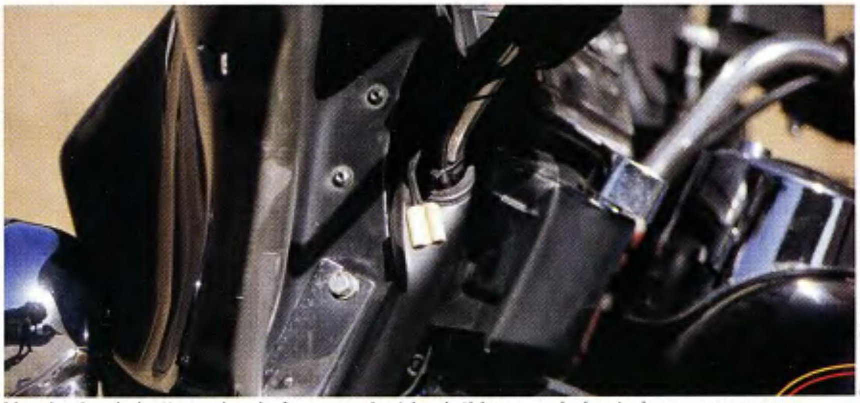
Widder Enterprises makes gloves that are wired for heat. The power for my gloves comes from a plug that is wired under the fairing, then routed to the handlebars. Widder supplies the wire that ties both gloves together and to the plug on the bars. Widder also sells a vest and chaps that can be plugged in all together or mixed and matched. Don't think that you will be warm as toast; that just ain't gonna happen. In really cold weather it will ward of the chill ... and that's with a couple of pairs of long johns on. The thing is that there ain't a putt made that puts out enough amperage to turn them m all up to max. When I have to use them I always leave the glove plugged in the alternate between the vest and chaps—with the chaps winning out most of the time because the vest can be zipped up around the neck and that usually is sufficient to keep me warm. Several layers of clothes over the heating pads help immensely to keep in your body heat.

While doing Rip's Run, the winter months last practically all year, because I like to stay warm and do a lotta riding at night, when it's always on the cool side. I carry no less than a half-dozen pairs of gloves. One pair are short cotton liners that go on first, then another pair of gloves go over them. They may be dish washing gloves, because I do have a Harley-colored set—bright orange. I also have a pair of short leather gloves that roll up tightly and are carried in the left- and right-side pockets of my Bates or Easyriders leather jackets. I also pack a pair of longer, heavier cotton gloves that fit over the sleeve of a long-sleeve shirt and under my gauntlet leather gloves. I don't have a particular favorite; they all have a special application depending on what kind of weather I'm riding in. All this stuff and more is stored in a cargo net bag in the left saddlebag. I also carry two large plastic bags that keep rain water from soaking into the gloves. They are pliable enough so they don't interfere with the operation of the bike. And yes, before you ask, I have tried many of those water-repellent sprays. In a driving rain storm, that shit washes right out. The heaviest pair of gloves I use are G.I. mittens with wool on the outside. The only down-side to them is that I can't use them in the rain.

A good-quality, extra-large rainsuit to fit over everything is essential, as are rubber boots, also a few sizes larger, that will fit over your riding boots. These pieces of equipment go in the scooter's saddlebags before I move a foot. Bulldogs, sold by K-mart, are the brand of boots I use. They have a flap that snaps on each side, and they are reasonably priced. They last a lot longer than those lighter, condom-looking booties that tear easily. They'll take up more room in the saddlebag, but what you can do is fit one inside the other, fold them over, then stuff them in the bag that your rain suit came in. Keep everything handy so you can get to the gear ASAP.

Farnam makes a set of Warm Wrap Grips that fasten around the handlebar grips and are held on by Velcro. They also sell Hot Feet inserts, Hot Belt Back and Kidney Heaters, and Hot Hands. They get their power the same way the Widder products do. Simply find a hot lead and tie into it, or come right off of the battery. I hooked up my plug from a circuit breaker under the fairing, which was closer than the battery and could be hidden better. Incidentally, don't worry about ever getting electrocuted. It's only 12 volts, and more than likely the wire will short itself out before it does ya in. I've been soaked to the skin and never felt as much as a tingle.

Clothing-wise, I like wearing a set of lined bibs that I found in a Cabela's catalog. I got them bigger than needed so I could wear them over my Levi's. They have a bunch of pockets to store all kinds of things—chap stick, mini-mag flashlight, etc. In extremely cold weather I wear a set of Dorel pack boots on my feet; they have liners that feel great on the tootsies. Hey, they're made to walk in snow so they'll work on a bike, besides they're waterproof. They are kinda clubby to walk in, but the object is to stay warm ain't it? The Cabela's catalog also sells Gore-Tex waterproof socks, which are pricey but keep you dry and warm. They come with or without Thinsulate insulation and are standard issue for U.S. Special Forces.



Handy-dandy battery plug-in for your electric clothing sure helps to keep you warm.

Photos: Rip

Easyriders sells a heavy-duty touring vest that has lots of pockets and a hidden hood (part # 5150, MD- XXL). I use it to keep my chest warm on those chilly nights.

Well, I hope this helps ya some. There's too much stuff to write about in one issue, so next month will be more of the same for those who ride when it's cold and wet.

*—Rip*

### Sources

**CABELA'S**
(800) 237-4444; www.cabelas.com

**EASYRIDERS, INC.**
(800) 247-6246; www.easyriders.com

**FARNAM**
(800) 338-3974; www.circle.net/-farnam

**WIDDER ENTERPRISES**
(800) WYB-COLD; www.widder.com

## Double-Take, Take Two

### More Progress on Bob McKay's Fathead Bar-Hopper

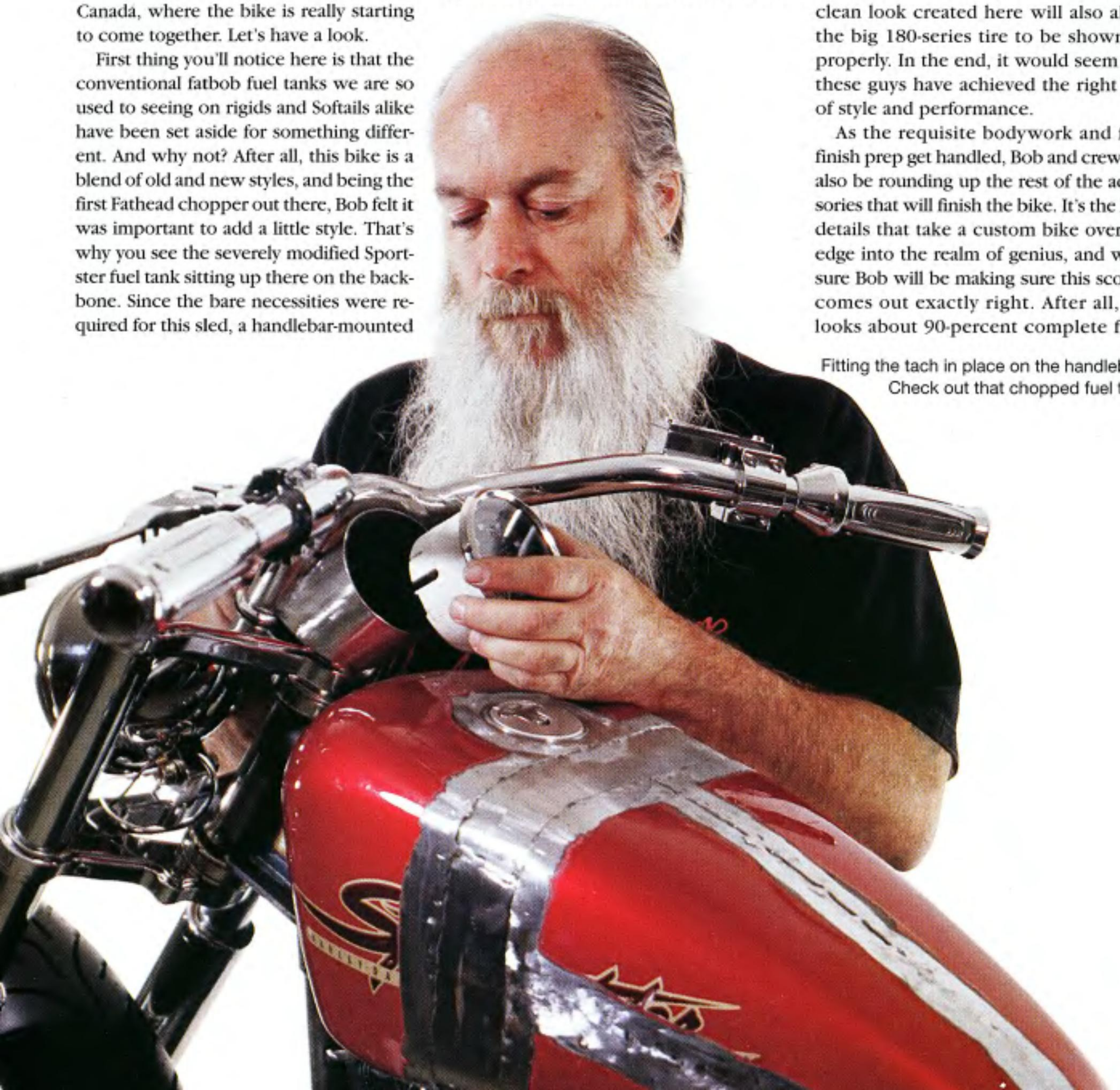
OK folks, here it is, as promised, the return of Bob McKay's Fathead chopper. When we last saw this sled, it had just been outfitted with the Fathead power train after the Chopper Guy's rigid frame was modified to handle the task. The exhaust system was fabricated, but the rear fender and battery box had not been fully modified for the custom lines this sucker would soon take. Well, now we're back in the capable shop of Bob McKay's Harley-Davidson up in Shallow Lake, Canada, where the bike is really starting to come together. Let's have a look.

First thing you'll notice here is that the conventional fatbob fuel tanks we are so used to seeing on rigids and Softails alike have been set aside for something different. And why not? After all, this bike is a blend of old and new styles, and being the first Fathead chopper out there, Bob felt it was important to add a little style. That's why you see the severely modified Sportster fuel tank sitting up there on the backbone. Since the bare necessities were required for this sled, a handlebar-mounted tach was installed. Down below, mounts for the ignition coil are located on the downtubes of the frame above the front cylinder—again, a design trait borrowed from Sportsters.

Since the oil tank is mounted below the transmission on the Fathead, much the same as a Dyna Glide, a battery tray was fabricated to provide the smooth lines of a Softail-type oil tank. The tray is welded to the frame and accepts a standard Softail battery, and enough extra room for wiring and electrics. Let's take another peek at the fuel tank, because here you can really see how much the Sportster peanut tank was modified. Cut in the middle and lengthened, the tank's back section was also split and the low swooping line of the tank was raised giving it a completely new appearance. The final addition of a flush-mount fuel filler will maintain the sleek new lines of the tank once it's painted.

With the battery in, the custom solo seat was installed and checked for proper fit. With the seat in place, you can see how the battery tray and rear fender nicely blend together where they are welded in place to the frame. Although the fender is internally strutted, the fact that it is welded to the frame adds a ton of additional strength. The smooth, clean look created here will also allow the big 180-series tire to be shown off properly. In the end, it would seem that these guys have achieved the right mix of style and performance.

As the requisite bodywork and final finish prep get handled, Bob and crew will also be rounding up the rest of the accessories that will finish the bike. It's the little details that take a custom bike over the edge into the realm of genius, and we're sure Bob will be making sure this scooter comes out exactly right. After all, she looks about 90-percent complete from



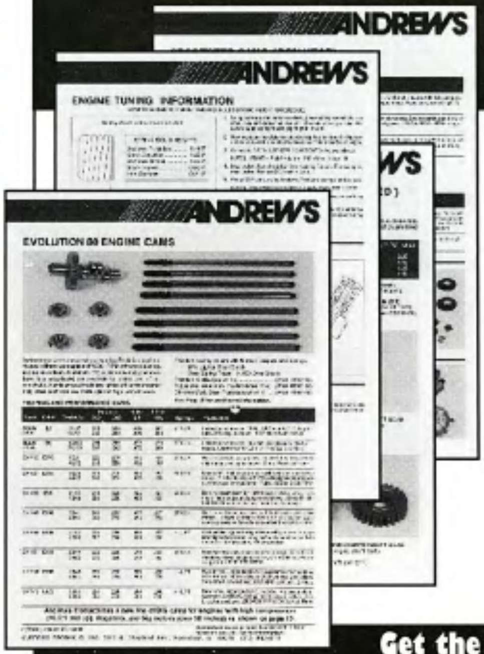
Fitting the tach in place on the handlebars. Check out that chopped fuel tank.

Here's a better look at the Sportster 883 tank, lengthened with a raised rear section.

The chopped and stretched fuel tank and fully installed tach assembly.

Note that the fender is welded to the frame along with the battery tray for a smooth look.


# PERFORMANCE PAGES



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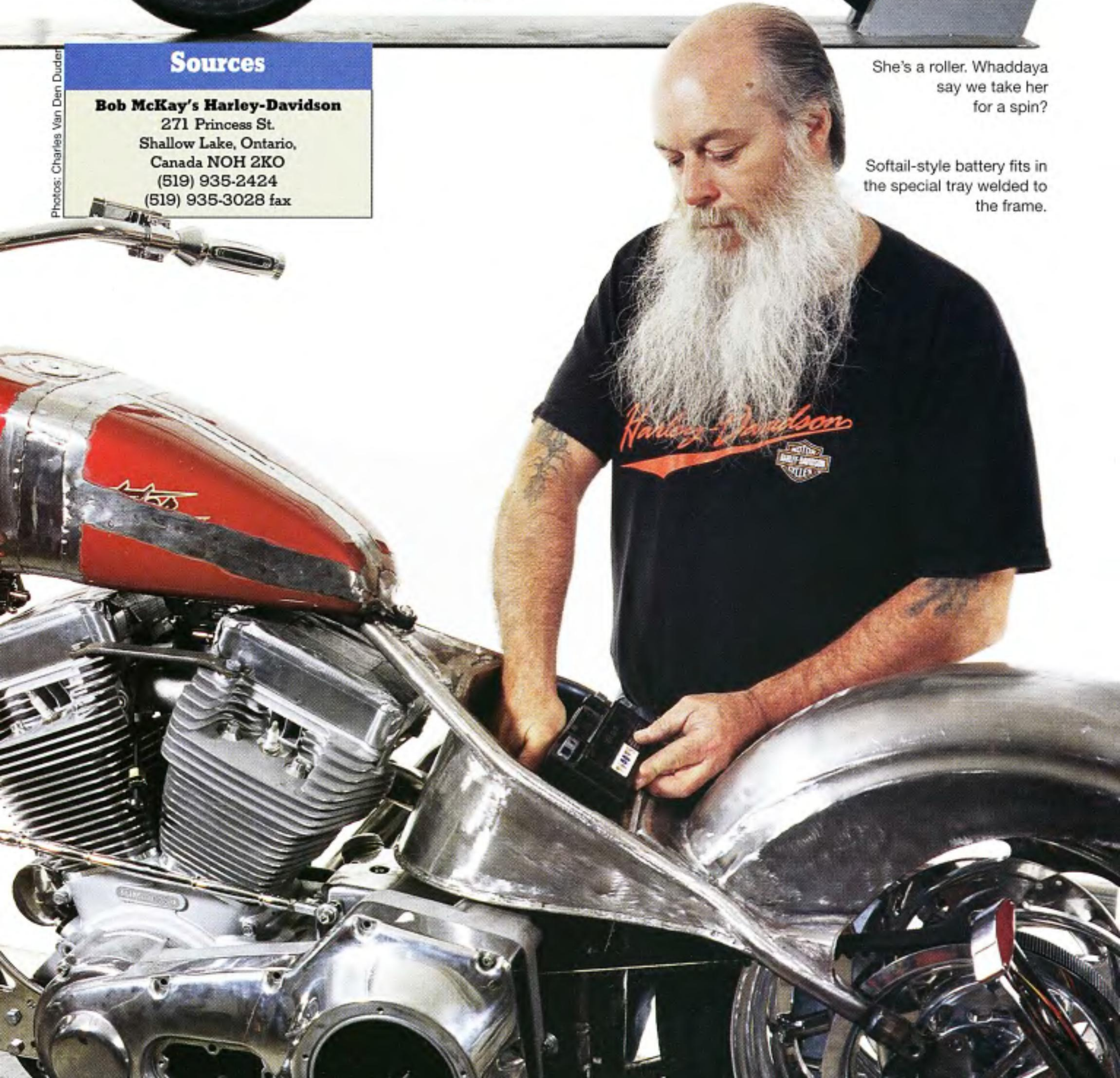
here, but there's still quite a bit to get done. Till then, we'll be keeping you posted as this first of a kind motorcycle continues to take shape. Stay tuned.

—*Wordman*

## Sources

**Bob McKay's Harley-Davidson**
271 Princess St.
Shallow Lake, Ontario,
Canada NOH 2KO
(519) 935-2424
(519) 935-3028 fax

Photos: Charles Van Den Duden



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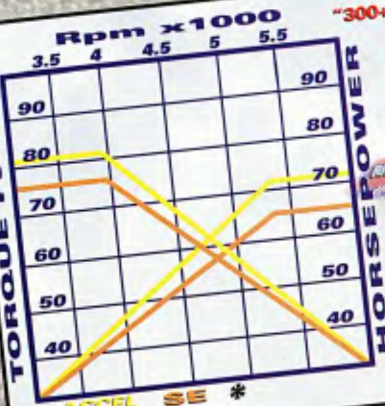


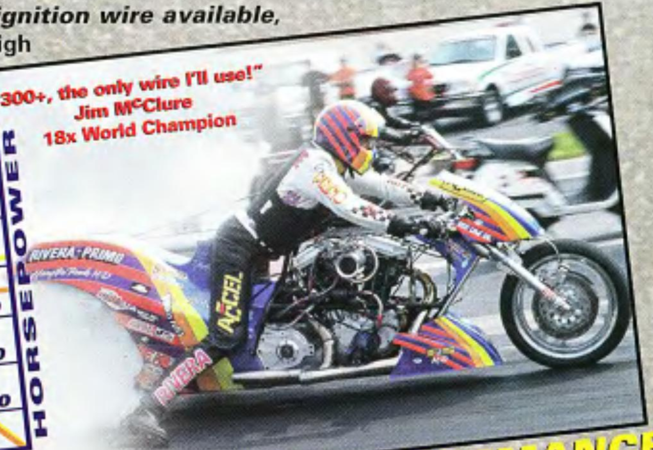

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# Bombs Away

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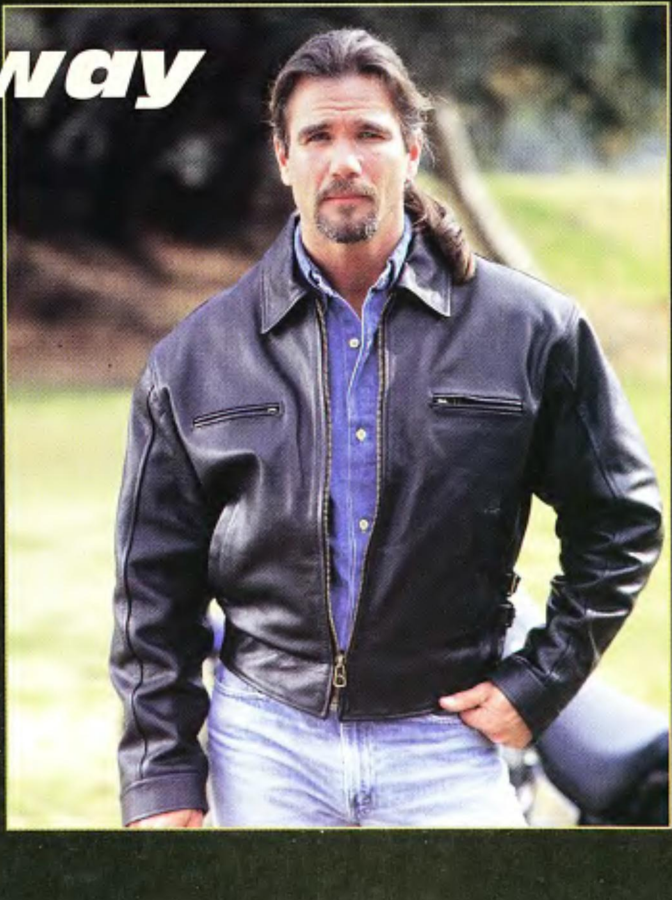

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## Square Root
### Performance Specialties Is Here And Square

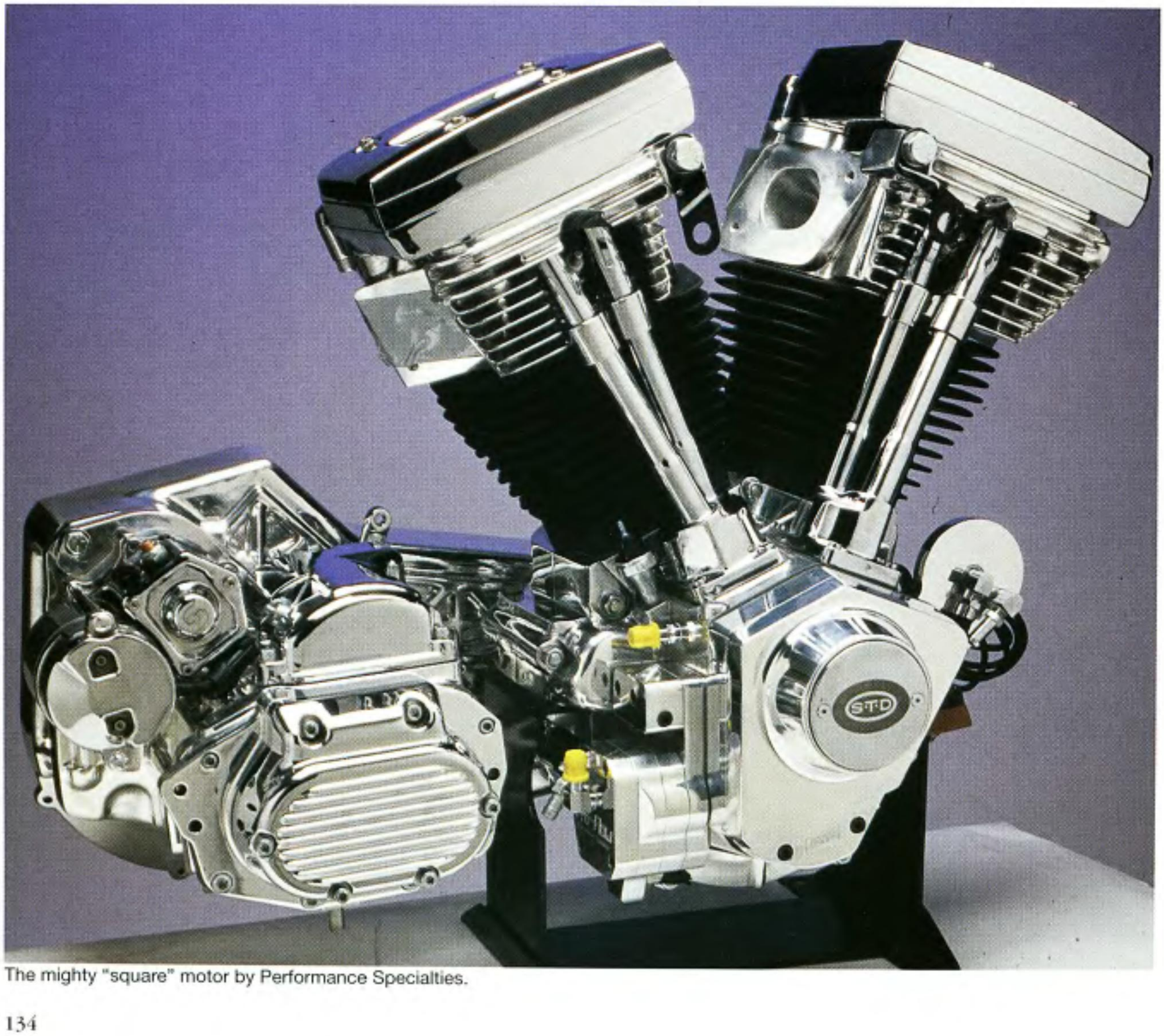
At one time or another, the only people using the word "square" to define anything outside of geometrical figures and social outcasts were serious gearheads using the term to describe a certain type of engine. Actually, the term is used to describe a certain way to build an engine, because "square," in engine terms, means that the bore and stroke are the same dimension.

A popular square street car engine was, and still is, Chevy's small-block 400, with its characteristic 4-inch bore and 4-inch stroke. So just think, if ya took just two cylinders' worth of those 400 cubes, you might just end up with a pretty damn nice engine for your H-D. Fortunately, engines are sharing the amazing amount of product development going on these days, and now all you have to do is pick up the phone and order.

But let's backtrack here for a second. The idea of a square engine has always been attractive to builders because this particular approach offers a few performance advantages. For starters, the use of a larger bore to gain cubes allows you to keep the piston speed down as compared to the same size engine with a longer stroke. Also, the bigger bore helps unshroud the valves, which allows both the intake and exhaust ports to breathe easier and make more power. Square engines also are known for their rod angle (or rod ratio) and, depending on such variables as piston pin height, rod length, and stroke, this aspect can be further tuned by the builder.

One such builder is a guy by the name of Tom Vasilaros, who owns one of the most progressive and tech-oriented shops around: Performance Specialties in Chatsworth, California. Performance Specialties has a reputation for delivering some of the most technically advanced custom bikes anywhere. Tom's attitude toward performance has pushed the company to the forefront of engine development, where he is now currently working with two different square engines.

As the big bore craze started to take off, S&S was right there with its rendition of the 4-inch bore power plant. Tom's →

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goal with the 100-inch S&S platform was to provide an alternative to its venerable 96- and 113-inch engines, for aesthetic reasons, and to go after the potential performance benefits mentioned above. With off-the-shelf availability, Tom had soon realized the impressive results with dyno-tested S&S square engines. Seeing a good thing in the works, he had some ideas of his own.

Well, since Performance Specialties is just a quick blast up the street from STD Development, it wasn't long before Tom struck up a working relationship with the STD crew and the ideas began to take shape. The STD 100-inch square, which has become one of Tom's top-performers, has a slightly different configuration than its S&S counterpart. Bore and stroke on the STD measure 4 inches by 3.968 inches, respectively. Anyone with saddle time in a 74-inch Shovel will immediately recognize this stroke. But just because the dimension of the stroke in the STD engine is stock by nature, don't be mistaken, because that's about as far as it goes.

That's right. Tom teamed up with some of the best thinkers in the biz to design the lower end for this engine. The 8-inch connecting rod was designed by R.T., "Hank The Crank" (best known for his premier automotive racing crankshafts), and Jack Sparks at Carrillo Industries for an extremely bulletproof design. The 4-inch piston (also co-designed by R.T. and "Hank The Crank") has several innovative features in its own right. First off, the wrist pin is à la NASCAR—.875-inch in diameter and gun-drilled for light weight and optimal strength. Next, the skirt design is .350-inch longer than a stock piston, which provides more stability in the bore. Larger ring packs were used to ensure better oil scraping, and even the alloy they chose was trick. When they were done, they had a very precise tolerance piston that would do the job for the long run. Completing the bottom end, flywheels were designed around the aforementioned 3.968-inch stroke and feature an 8.250-inch outer diameter. Although they weigh the same as a set of stock H-D wheels, their smaller diameter allows them to rev quicker. Consider that the next time you get jumped at a green light.

So while all of this good stuff was going into the engine, making it one stout piece, it wasn't long before it was time to lend some consideration to the camshaft design. Tom had done plenty of testing in the cam department to suddenly realize that, although many of the ones he tested made good, solid power, none of them was delivering it with the exact power curve he was looking for. Eventually, instead of settling for a readily available profile, it was back to the head scratchin' to come up with the magic numbers.

With considerations in mind for the STD square's higher valve train capabilities, several camshafts were designed and tested. Once the trends in the power curves started coming around to Tom's projected figures, they finalized the design into a cam that brings the torque and horsepower in early. Now they had a package that not only had the extra grunt of 100 cubes, but also the fine-tuned combination of components that would make it all come together.

The Performance Specialties/STD engines are available complete and assembled with the exacting tolerances that Tom and his crew have dedicated themselves to maintaining. What ya get along with the engine is a multi-spark single-fire VOES-equipped ignition system, two coils, four Autolite spark plugs, 8mm plug wires, a Mikuni Smoothbore carburetor with a specially designed STD high-flow air cleaner assembly, intake manifold, a stainless steel oil line kit, oil pressure sending unit, and a billet oil filter mount with filter. Try saying that all in one breath. The stainless oil line kits are available to fit Softails and FXRs, and at that point, all you'll need is a set of pipes.

With nearly all of the development completed, we'll be following up this article with the final results straight from the dyno. Although preliminary testing was more than promising, Performance Specialties is one of those shops that won't let anything go out the door until it meets Tom's approval. So if this tickles your fancy, drop 'em a line for more info, and get your wrenches ready ... there may be a square engine in your future.

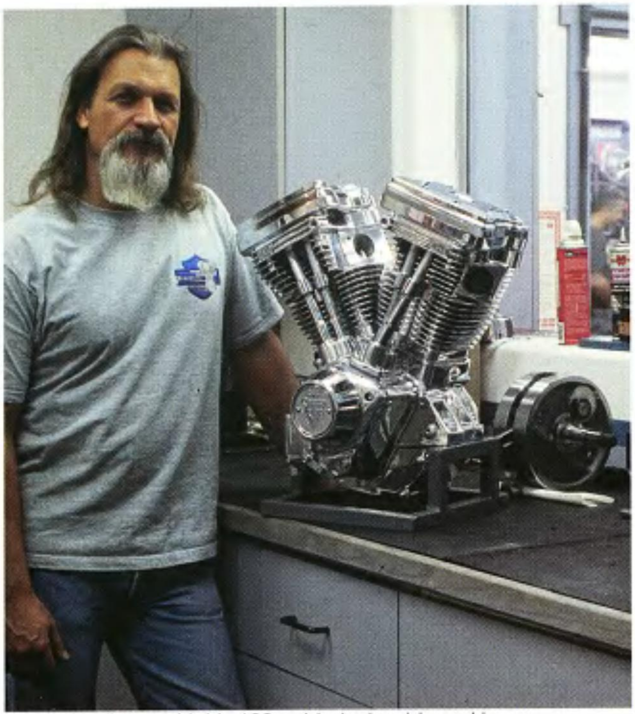
—*Wordman*

## Sources

**Performance Specialties**
10156 Canoga Ave.
Chatsworth, CA 91313
(818) 700-2935

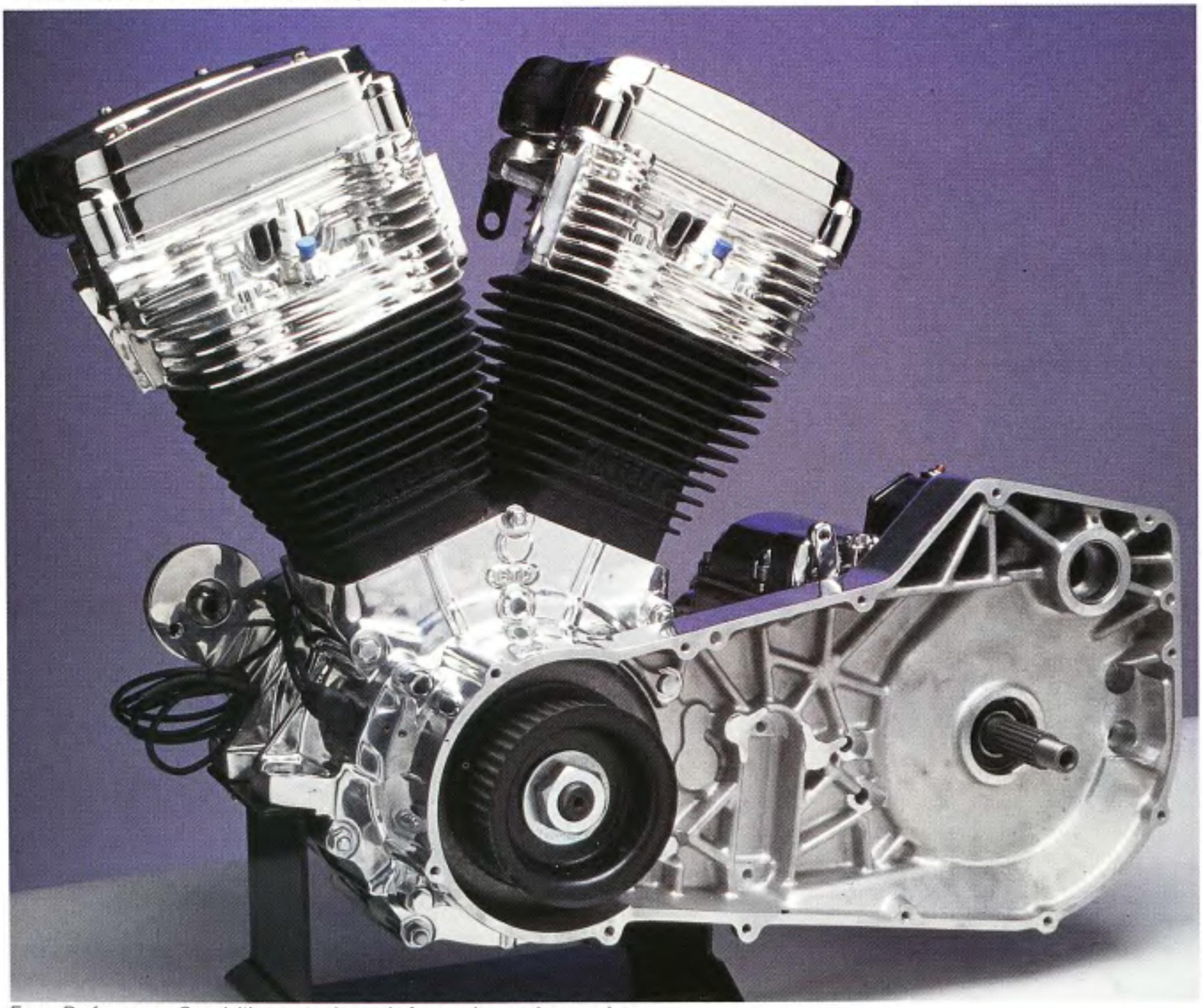
**STD Development Co.**
P.O. Box 3583
Chatsworth, CA 91313
(818) 998-8226

**S&S Cycle, Inc.**
Rt. 2, County G
Box 215
Viola, WI 54664
(608) 627-1497



Tom Vasilaros with his 100-cubic-inch pride and joy.

The revealing factor: noticeably larger 4-inch bore cylinders.



Every Performance Specialties motor is made for maximum show and go.

Photos: Markus Cuff

## Six Pack Attack, Take 2
### All-American 6-speed For Your Big Twin Sled

OK, don't ask me how the hell these things happen, but for the sake of argument, we'll just agree that they do. First we bring you a big write-up on Custom Chrome's new 6-speed gearbox for big twins, which everybody's scramblin' to get their hands on. Fair enough. Then, not more than a month or so later, I get another press release across my desk telling me there's another new 6-speed on the market. Yep, you heard right, another new 6-speed overdrive.

Manufactured by Baker Incorporated, this slick 6-speed tranny is made with 100-percent American hardware and comes with your choice of H-D or Delkron cases. Why six speeds? Why an overdrive? Hell, there's been more than a few of us hoping there'd be an overdrive tranny to come down the pike, and now all of the sudden, we have choices, too. See, the advantage you gain by adding more gears is the ability to maintain revs and keep the engine in its powerband while you shift. With less of an rpm drop between shifts, the engine doesn't have to wind back up to the power; it's already there.

Now, as for the whole overdrive aspect, that does several things. First of all, in 4- and 5-speed boxes, the final gear is always 1:1. This means the mainshaft is turning the same speed going into the tranny as the clutch and transmission sprocket are turning as they drive the rear wheel. Overdrive means a final gear ratio of less than 1:1. Baker's is .86:1, or 14-percent overdriven. Now, the engine is turning fewer rpm at the same speed as you cruise down the road. This puts less of a strain on your engine, tranny, and primary, improves your fuel mileage, and allows more top speed if you have the torque to pull it. Neat, huh? Power, speed, and mileage ... about time.

After jumpin' on the phone and talking to Bert Baker himself, it didn't take me long to realize that he's got something good here. Bert is a longtime gearhead (no pun intended) and has an extensive automotive background. About two years back, Bert locked himself in his basement with an idea and a lot of fresh, clean paper and went to work. Somehow, there had to be a way to slip six gears into the existing 5-speed box without narrowing the gear width. This was an important design spec that Bert wouldn't shy away from, and with the

Baker, Inc.'s, new 6-speed transmission is made with 100-percent American hardware.

Photos: Doug Mazell

All-new 6-speed gear cluster.

help of those gearheads (OK, pun intended) at Andrews Products, the Baker 6-speed was born.

By maintaining the gear width used in conventional 5-speed boxes, this tranny provides plenty of beef for high-torque engines. Take a look at that trapdoor. Notice it's a little thicker than you've seen before? Well, inside of it is a .400-inch deep pocket that makes room for the sixth gears. They sit mostly inside the pocket, and allow for that nice, uniform gear width I mentioned before. Now, since sixth gear provides the overdrive ratio of .86:1, the size of the sixth gear on the countershaft ended up being pretty small. This meant that boring and splining it to fit on the countershaft would compromise its strength. Andrews solved this problem by actually making the countershaft and its sixth gear as one piece, while the mainshaft sixth gear slips in place just the same as the rest of the set. Talk about your billet, the countershaft starts out as a 2-inch piece of steel bar stock. That's a lot of whittlin'.

Since a transmission has a mainshaft and countershaft, your 5-speed has 10 gears inside of it. Of those 10 gears, Baker was able to use six of them in his tranny, eliminating the need to create a completely new gearset. Since half of the Baker 6-speed set is available as standard off-the-shelf gears, serviceability (should you need to) is made that much easier. The rest of the gears necessary to make the Baker 6-speed set were designed by, and are now manufactured special to this application by Andrews Products along with the main and countershafts.

You'll notice with another look that there are two bolts in the front of the tranny case just below the lid. This is a clue of another design upgrade used in this transmission. Bert wanted to ensure smooth shifting and proper timing of the gear engagement, so he devised a 4-fork shifter mechanism. Using the three stock Harley-Davidson shifter forks from the 5-speed, and a specially made fourth fork, all worries about missed shifts or jammed gears are unnecessary. The stock H-D shift forks are forgings, making them incredibly strong, and the fourth fork is of billet steel construction. The two bolts I mentioned on the outside of the case hold the support block and shaft for the fourth fork.

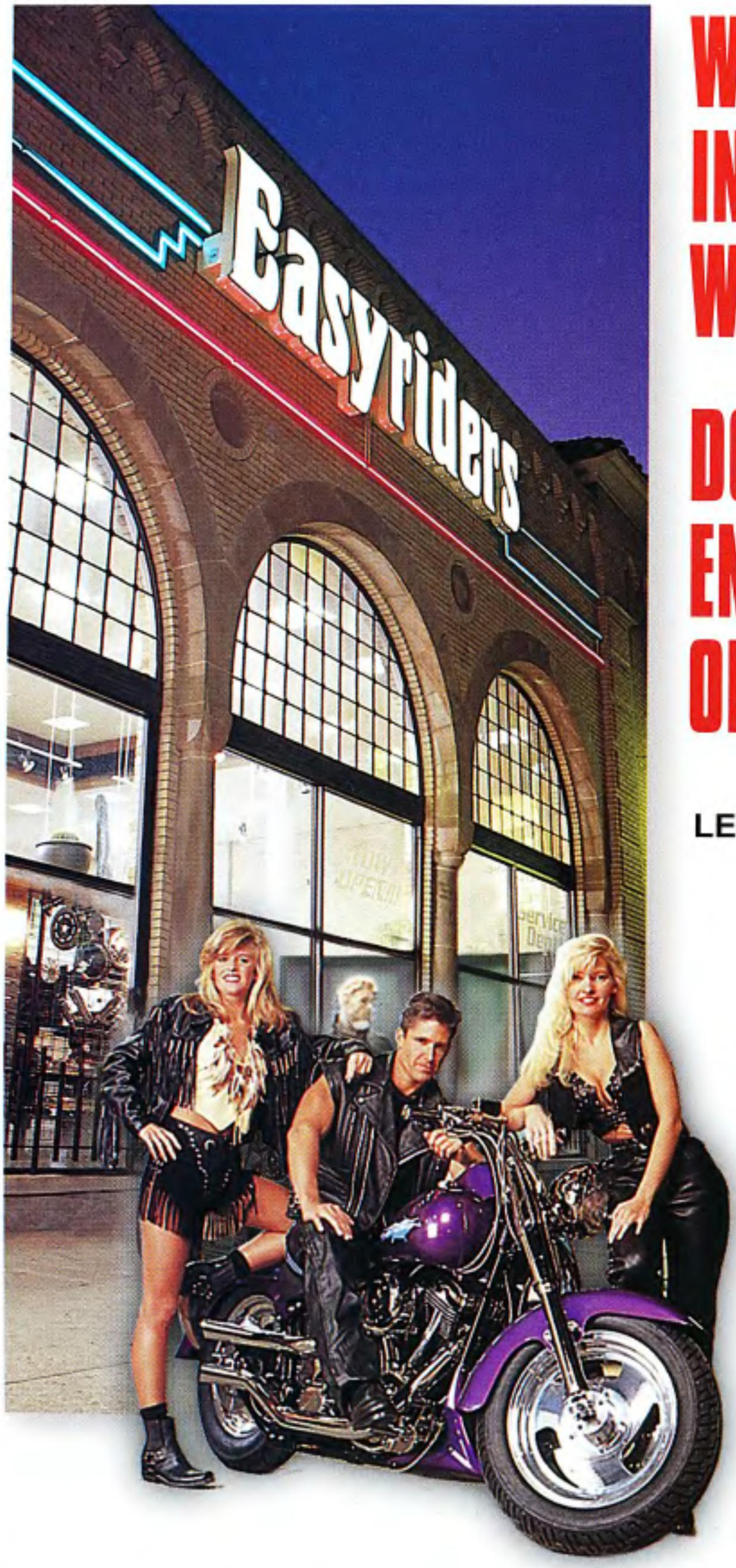
The shifter drum (or cam) is also unique to this transmission, given the 4-fork system. Made by a machine shop that specializes in high-tolerance racing products, this shifter drum is a unique departure from one used in the 5-speed. It's controlling four forks, but that isn't the neat part. Normally, a 5-speed shifter drum has a plunger that locks it in place once you're in gear. It's part of the ratcheting mechanism, but by its design, some slop, or rotary movement of the drum is possible. Baker's answer is a roller-detent mechanism. The shift drum is machined perfectly to allow a roller bearing to lock it in place, making sure that the drum can not move once it's in gear. What you get then is solid gear engagement, and no possibility of it popping out of gear until you're ready to shift.

Currently the Baker 6-speed is available for big twin applications, which include 1990 and up Softail, FXR, and FLT models and 1991 to present Dynas. Now you can have your cake and eat it too, as you gain improved mileage, lower cruising rpm, longer power train life, and increased performance because of the close ratio and 2.94:1 first gear. Depending on your final gearing, you now have an opportunity to better use your engine's torque, and end up with as much as a 507 rpm drop (based on 24/37 primary, 34/70 final reduction on a 25-inch tire at 80 mph). And the best part is that these trannys are ready to go and bolt right in. No whittlin', no fiddlin'—just gear up and go. For more information, give Baker a shout at the address below.

*—Wordman*

## Source

**Baker, Incorporated**
4280 Redbud Trail
Williamston, MI 48895
(517) 655-6141

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Photos: William Hudson

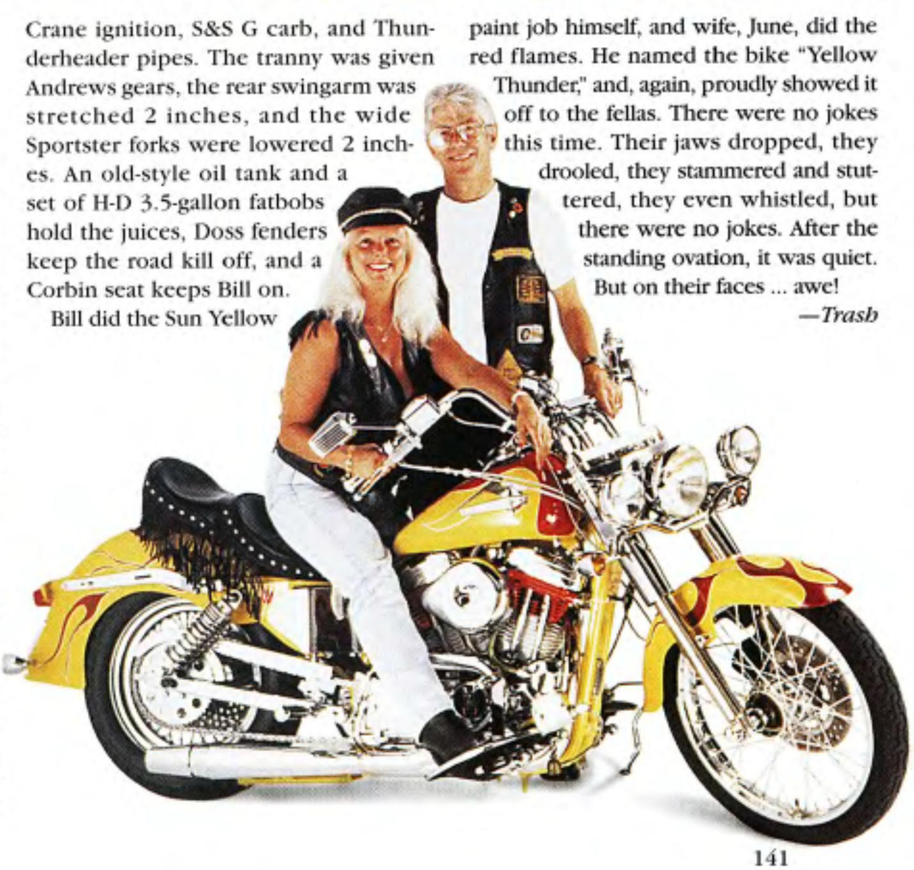
**Bill Ferguson**
**Santa Barbara, California**
**1989 Sportster**

Here's the scenario: You buy a brand-new 883 Sportster, ride it home, and proudly show it off to the fellas. Then what happens? They start in with the "half-a-Harley" jokes. What to do? The possibilities range from laughing it off as just good-natured fun, to reaching down their throats, ripping their digestive tracts out, and beating them to death with their stomachs. The first idea would be the hardest to do—the second would give only a momentary pleasure, and probably get you talked about. Or, you could do what Bill did ... he made a few improvements.

First, he stroked the motor to 74 inches, which quieted the jokes, then later replaced it with an Axtell 88-inch Mountain Motor, built by Burkhardt-Dowd and Martyn Cox. Then it was time to make some real noise! Bill went a bit wild (that can happen when you're on a roll), and added Branch heads, JIMS lifters and roller rockers, an EV-4 cam, Crane ignition, S&S G carb, and Thunderheader pipes. The tranny was given Andrews gears, the rear swingarm was stretched 2 inches, and the wide Sportster forks were lowered 2 inches. An old-style oil tank and a set of H-D 3.5-gallon fatbobs hold the juices, Doss fenders keep the road kill off, and a Corbin seat keeps Bill on.

Bill did the Sun Yellow paint job himself, and wife, June, did the red flames. He named the bike "Yellow Thunder," and, again, proudly showed it off to the fellas. There were no jokes this time. Their jaws dropped, they drooled, they stammered and stuttered, they even whistled, but there were no jokes. After the standing ovation, it was quiet. But on their faces ... awe!

*—Trash*



## Debi and Dennis Allhands
**Danville, Illinois**
**'95 & '97 Softail Customs**

When your bike takes on that puppy-eyed, lonely, "I need a riding partner" look that says it's time to find it a mate, don't look for this kind of ad in the Scooter Personals: Wanted! Cute, soft, cuddly inflatable rubber Honda, to be used as a sex toy for my Harley! 'Cause your bike needs a mate that can keep up with it, an equal mate, a mate to be proud of, not a sex toy. This is the secret for a long lasting relationship—do your mate proud! People are no different than bikes, just a tad wetter.

When Debi and Dennis Allhands go riding, they ride side by side, on matching, but completely individual machines. Two bikes, two people, one thought ... we are equal.

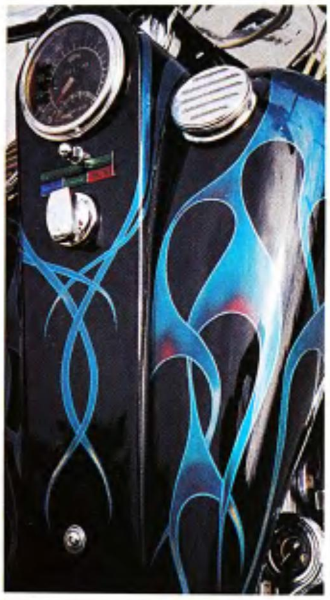
His bike: A 1997 custom called "Battle Cruiser." The motor is 104 inches, has a Sputhe lower end, and STD heads. He runs a JIMS transmission and hydraulic clutch with a Rivera Pro clutch package. Controls are by Joker Machine, the wheels are by Boyd's, and the pipes are Vance & Hines Pro.

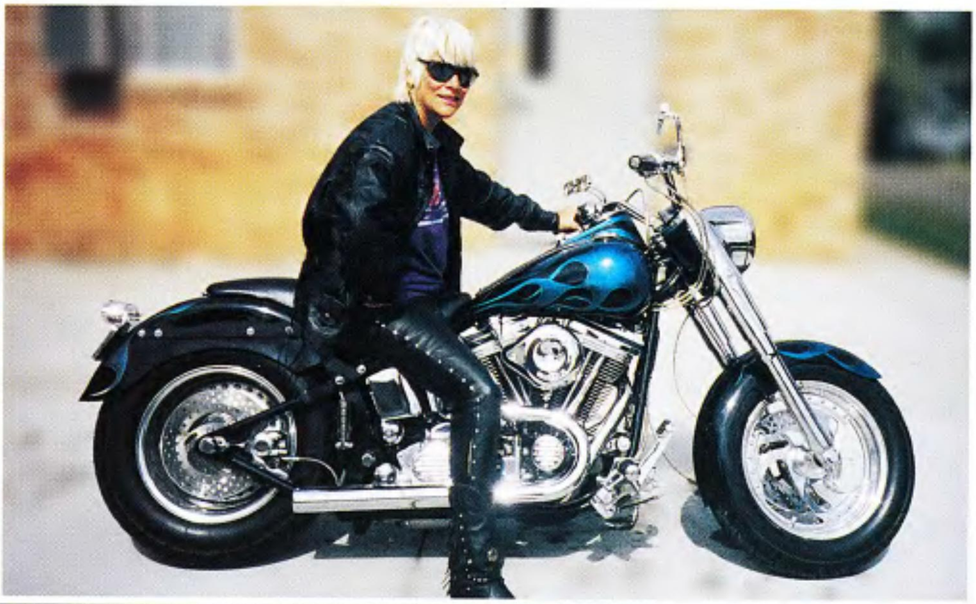
Her bike: A 1995 called "Nightmare." The motor is 93 inches and has a Sputhe transmission in a rubbermounted frame. The front wheel is Performance Machine Viper, and the rear is a Centerline.

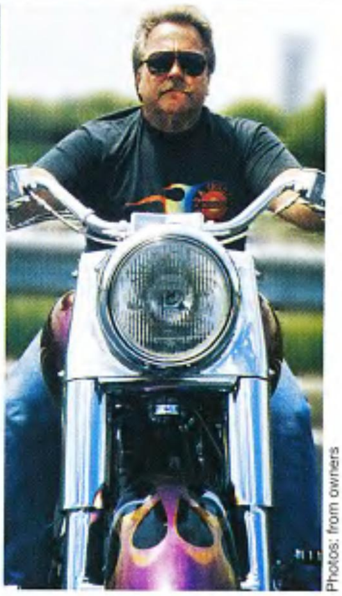
Their bikes: Softail Custom Sundance frames and H-D wide glide front ends, Corbin seats, Jesse James fenders, Metzeler tires, and Performance Machine brakes. Both bikes were built by Dennis in his shop: D.A. Customs in Danville, Illinois. Dennis, a do-it-all kind of talent with 28 years of experience behind him, also did the tricked-out paint jobs. He painted the flames using six different colors of Harlequid Color Changing paint.

When heads turn to watch them ride by, neither Debi nor Dennis needs to ask which bike they are watching, they already know the answer. Both bikes, equally!

*—Trash*







Photos: from owners

## Stephen Cornell
**Grand Rapids, Michigan**
**1994 Road King FLHR**

This bike is named "Demonstar," a name from an old comic book series about Grimjack, a man who is doomed to be reborn/reincarnated for eternity, with all the memories of his past lives intact. It's a fitting name for this beautiful reincarnation of what was delivered new to Stephen as a stock Road King. Actually, Stephen ordered an FLH Sport, but was pleasantly surprised when they delivered the first Road King in the Grand Rapids area instead.

One year and 10,000 miles after buying it, Stephen did a complete teardown and rebuild, while retaining the essence of what a Road King is all about. He did much of the fabricating himself, with the help of his brother, Mike, and friend Mike Cannady. Wiz (Craig McNeil) at Arro Art did the airbrushing and paint, and Brown's did the plating. The frame is stock, with all the air suspension still working, and includes a 2-inch White Brothers lowering kit in the rear. Stormy at Grand Rapids Custom Bikes supplied the parts that couldn't be fabricated, such as the custom Corbin seat with a slip-in backrest, the CCI mufflers, Screaming Eagle ignition, and Panhead-style rocker covers.

Stephen fabricated a detachable fairing that works like the stock windshield, making full use of the stock quick release mounts up front. He can go from a bagger with full fairings to a trim cruiser in just minutes.

Trips to the West Coast, East Coast, Yellowstone, and the Badlands, plus riding to work everyday, have put more than 35,000 miles on "Demonstar." But as you can see, it's still a beautiful machine, and, like Grimjack, has a lot of life left in it.

—*Trash*

Photos: owner

## ReadersRides

Photos: from owner

**Wes Shawl**
**Colfax, California**
**'45 45-inch Servi-car**

Twelve-year-old Wes Shawl started with a beat-up, rusted-out, well-stomped 1945 45-inch side-valve Servi-car basket case, and, in a number of days, became skilled enough to dream up, design, and modify it into the trike you see before you. So many modifications did he make, in fact, that the only original part left is the valve stem cap on the front wheel. The number of days? Lemme see ... Wes is 44 now, so that's 365 days times ... hmmm ... OK, that's 11,680 days, or 32 years! (April Fools!)

I gotcha, but I didn't lie. Growing up and learning from such motorcycle building pioneers as George Barton of "Maxi Taxi" (featured in January 1994) fame, and Allen Sputhe (known for his engines, trannys, and walking on water), took up most of those 11,680 days. Surviving a near-fatal accident in 1991, and five major back and spinal cord operations after that, took a few more. Building his business, Wes Shawl, manufacturer of custom trikes (530-346-2587), took a few more days. And designing and building this 93-cubic-inch, Evo-powered, tricked-out piece of show-quality hardware took the rest.

Wes insisted that the late George Barton and engineering Guru Allen Sputhe be given much of the credit for this superbly engineered machine, named the "Red Baron Trike." Done! But a call to Allen gives a slightly different story. From what Allen tells me, the concept, design, and actual building of this modified 1945 45-inch side-valved Servi-car (remember the valve stem cap?), with the many stumbling blocks faced and overcome, the determination to succeed, and the utter heart of the man, earns Wes Shawl our respect and admiration.

*—Trash*

*"Call me paranoid, but something tells me I'm not satisfying my ol' lady."*

Dear Bros Club,

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't be better. On day two we rolled into the desert. I was out in front, feeling the heat off the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

A few hundred feet ahead was a call box, so I pulled out my Bros Club card and made a call. I didn't know what to expect, but the Bros Club rep hit me with a good attitude and told me to hang, 'cuz someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King on for the trip to Easyriders of Fresno. The petcock was replaced and within two hours I was back on the road.

It's great to call a service that doesn't give you a hard time about being a biker.

Ride Forever,

Snarlin' Jack

Pacoima, Calif.

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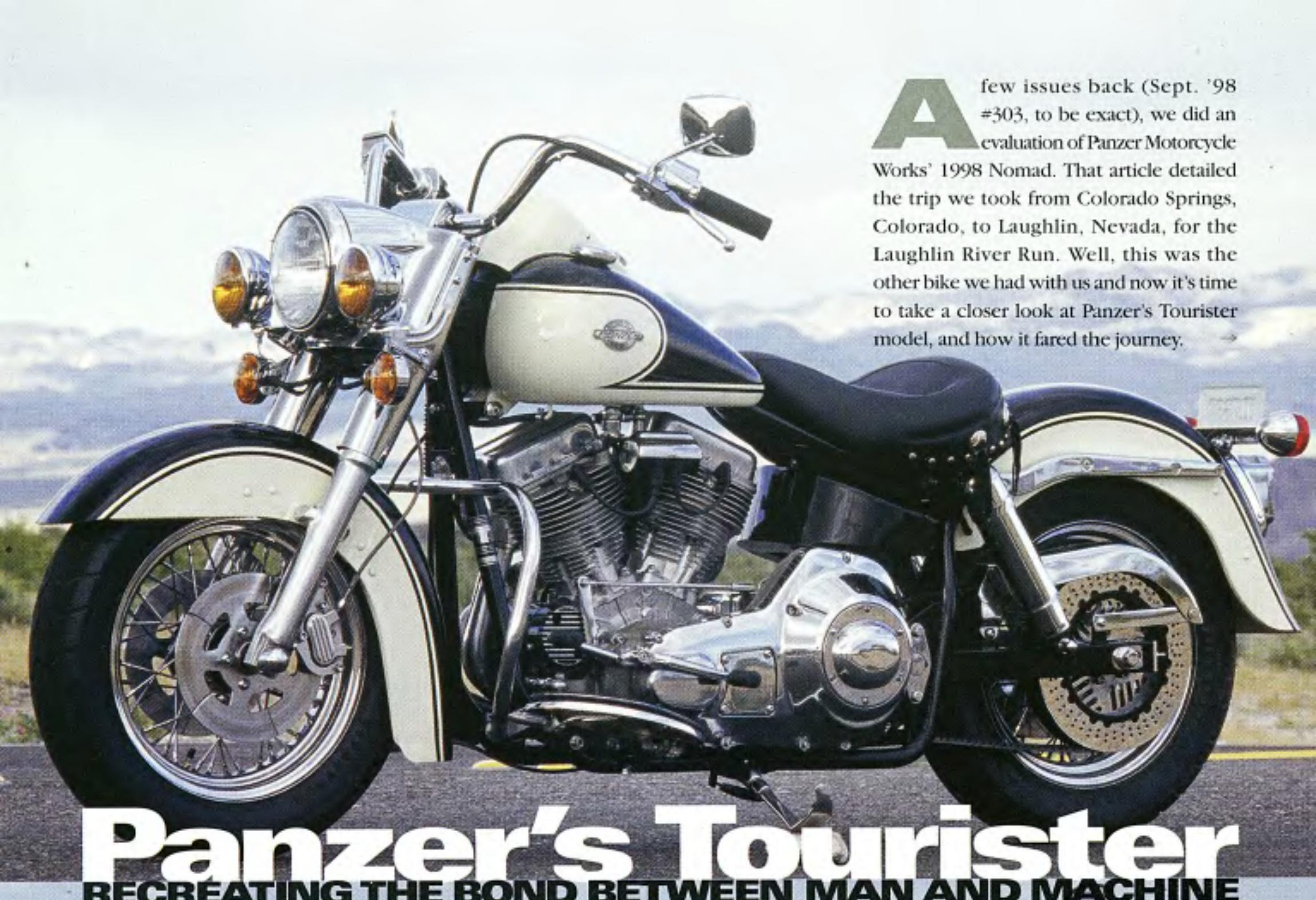


A few issues back (Sept. '98 #303, to be exact), we did an evaluation of Panzer Motorcycle Works' 1998 Nomad. That article detailed the trip we took from Colorado Springs, Colorado, to Laughlin, Nevada, for the Laughlin River Run. Well, this was the other bike we had with us and now it's time to take a closer look at Panzer's Tourister model, and how it fared the journey. →

# Panzer's Tourister

## RECREATING THE BOND BETWEEN MAN AND MACHINE

Just to refresh your memory, Panzer is headquartered in Canon City, Colorado, and is currently producing about 150 bikes per year. They plan to increase to 480 by April.

Where the Nomad may have made you feel like you wanted to roam the countryside aimlessly, the Tourister is set up just for that purpose. Although at first glance both models may look similar, get up close and personal with the Tourister—you know, sit on it—and you'll immediately feel the difference. The Tourister is specifically designed to accommodate a whole list of touring accessories ... hence the name—duh! You can either install Panzer's line or get your own. No matter how you look at it, you won't be disappointed.

The two features that make these bikes so attractive are the style and engine. No matter where we took these bikes, through three different states, people came up to us to ask, "What year Pan is that?"

When you came back with, "It's a '98," they got that dumb head-tilting dog look about them.

Then came the inevitable question, "So those are just covers, right?" Nope, that's a Neo-Pan engine. As we've said before, Panzer Motorcycle Works is run by old-school bikers building old-school bikes with all the comforts of today.

The Neo-Pan engine is a well-built 84-cubic-incher, with power to spare, and its built entirely at Panzer's facility. The company uses no sub-assemblies. The engine is 99.9-percent American-made, the exception being the pistons, which are imported. Buzz Richardson, president of Panzer, says the main reason for using imported pistons is availability, so he and his company are currently in the process of designing their own. Check out the September 1998 issue of *Easyriders* for a detailed look at the Neo-Pan engine and its capabilities. OK, so it's a bitchin' engine and looks great, but how's it ride?

Not once did the bike sputter or stall on our long trip, and it handled very well. Keep in mind that this bike is not set up for major canyon-burnin' runs—again, look at the name—but take it out for the long haul, and you'll be riding for days. Although you can purchase the bike without the accessories, I recommend the addition of the windshield and bags. Panzer doesn't inflate the cost of these items, and you'll be assured of professional installation and a perfect fit. After many years of riding bikes without the luxury of something in front to stop the rocks, wind, rain, and everything else out there, it sure was

nice to be able to duck behind that shield and get a break from the elements.

If you've ever had the desire to own a Panhead, but didn't want the trouble, or maybe the expense of restoring one with all the original parts, Panzer has the answer. With three different models to choose from, plus a special order-only model, as well as a soon-to-be-produced lady's model, Panzer has a Panhead waiting for you. After all, "ain't no head like a Panhead." Just ask Panzer.

For more info on Panzer's models or to find the dealer nearest you, contact Panzer Motorcycle Works, 130 N. 3rd St., Canon City, CO 81212; (719) 269-PANS (7267). For the computer literate, you can send your e-mail to panzer@ris.net or visit the Web site at www.panhead.com. Tell 'em Easyriders sent ya. It may not help, but it couldn't hurt!

*—Oil Can*

**Manufacturer:** ........Panzer Motorcycle Works
**City:** ....................Canon City, Colorado

**General**

Fabrication: ................................ Panzer
Year/make: ........................1998 Panzer
Model: ....................................Tourister
Assembly:....................................Panzer

**Engine**

Year/model: ....................1998 Neo-Pan
Ignition: ..................................electronic
Displacement: .............. 84 cubic inches
Lower end: ..................Truett & Osborne "heavy" wheels
Pistons:....................................9.3:1 cast
Cases:..............................................STD
Heads: ..............................STD, flowed
Cam:........................................Andrews
Carb(s):.........................................S&S E
Pipes:............ceramic-coated aluminum
Modifications: ..............JIMS lifters, S&S air cleaner

**Transmission**

Year:................................................1998
Type:........................close-ratio 5-speed

**Paint**

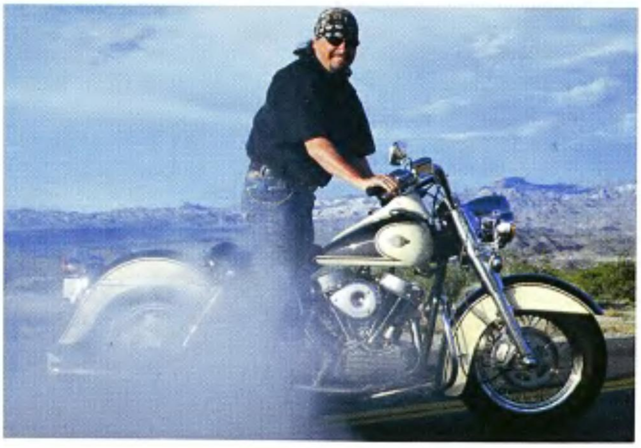
Painter:........................................Panzer
Color/type: ...................Mineshaft Black, Creamora/PPG

**Frame**

Year/type: ............... 1998 rubbermount swingarm
Builder:........................................Panzer
Shocks:...............................Progressive
Modifications: ............32.5-degree rake

**Accessories**

Bars:................................Khrome Werks
Handlebar controls:.....................Panzer
Fender(s): ...................................Panzer
Headlight:............................12v halogen
Taillight: .......................tombstone-style



Speedo:.........................VDO electronic
Dash: ..............................................trick
Pegs: ...............shaker-style footboards
Foot controls: ...............................Panzer
Gas tank: .........5-gallon rubbermounted
Oil tank: ........................................Panzer
Oil system: ...................................Panzer
Seat: ................................................solo
Mirrors:........................Custom Chrome
Grips:............................................Panzer

**Forks**

Type: ............................41mm, hydraulic
Builder: ........................................Panzer

**Wheels**

**Front**

Type: ....................................dual flange
Size:.............................................16-inch
Tire:...........................................Firestone
Brake: ....GMA dual-disc, 10-inch rotors

**Rear**

Type: ....................................dual flange
Size:.............................................16-inch
Tire:...........................................Firestone
Brake: .................GMA, 11.5-inch rotor
**Photos:** ..............................Markus Cuff

*"Just a few more hours, dear. They're almost paid for."*

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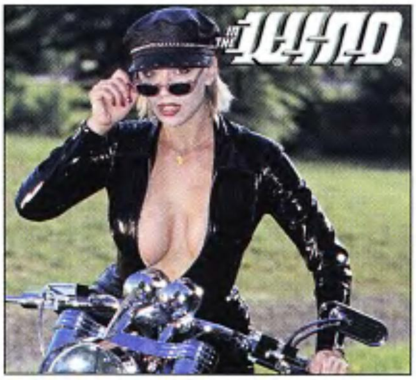
# ComingAtYa

As winter finally winds down, the May issue of *Easyriders* (#311) will fill your brain to overflowing like some hay fever from hell! We'll serve up a hot and steamin' dish known as our annual erotic Exotic Club guide to the best boob bars in the country, as well as a Tech Guide to oil pumps and a Survival Guide to Myrtle Beach. What do these things have in common? The mind reels. You'll also meet riding celebrities Ken and Debra Blackman. He's an NFL player and she's a muscle-bound lady wrestler. Go figure! We'll dare to unveil the awesome Easyriders Bike Show from Pomona, California, Rip's Nitro Border Run, and more killer custom scoots and curvy naked cuties than ever to make your May pole happy!

*On sale April 1*

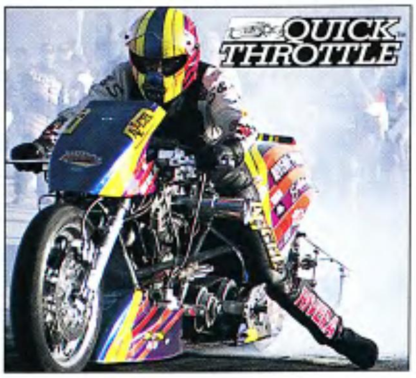
Reading *Biker* is sorta like stepping in dog shit. No matter how hard ya try, ya can't get rid of it. So get a bootful of the April issue with its scorchin' street bikes, naked nymphs, and diehard deviants. *On sale now*

Cruise onto easy street with *VQ*, the magazine for riders with a taste for the finer things. Classy customs, rare antiques, high-tech "toyz," tours, and more await you in the June issue. *On sale March 18*



May's *In The Wind* slams into spring with page after page of bikers enjoyin' the lifestyle. Packed with your pics of Sturgis '98 and a tantalizing trophy girl, it's a *Wind* ya won't wanna miss. *On sale now*

Get ready for the May issue, with so many tech tips, product evaluations, and tricked-out bikes it'll make your gear head spin. Want racing action? We got it, plus all the latest news from the pits. *On sale now*



# Easyriders®

# 1999 BUYER'S GUIDE

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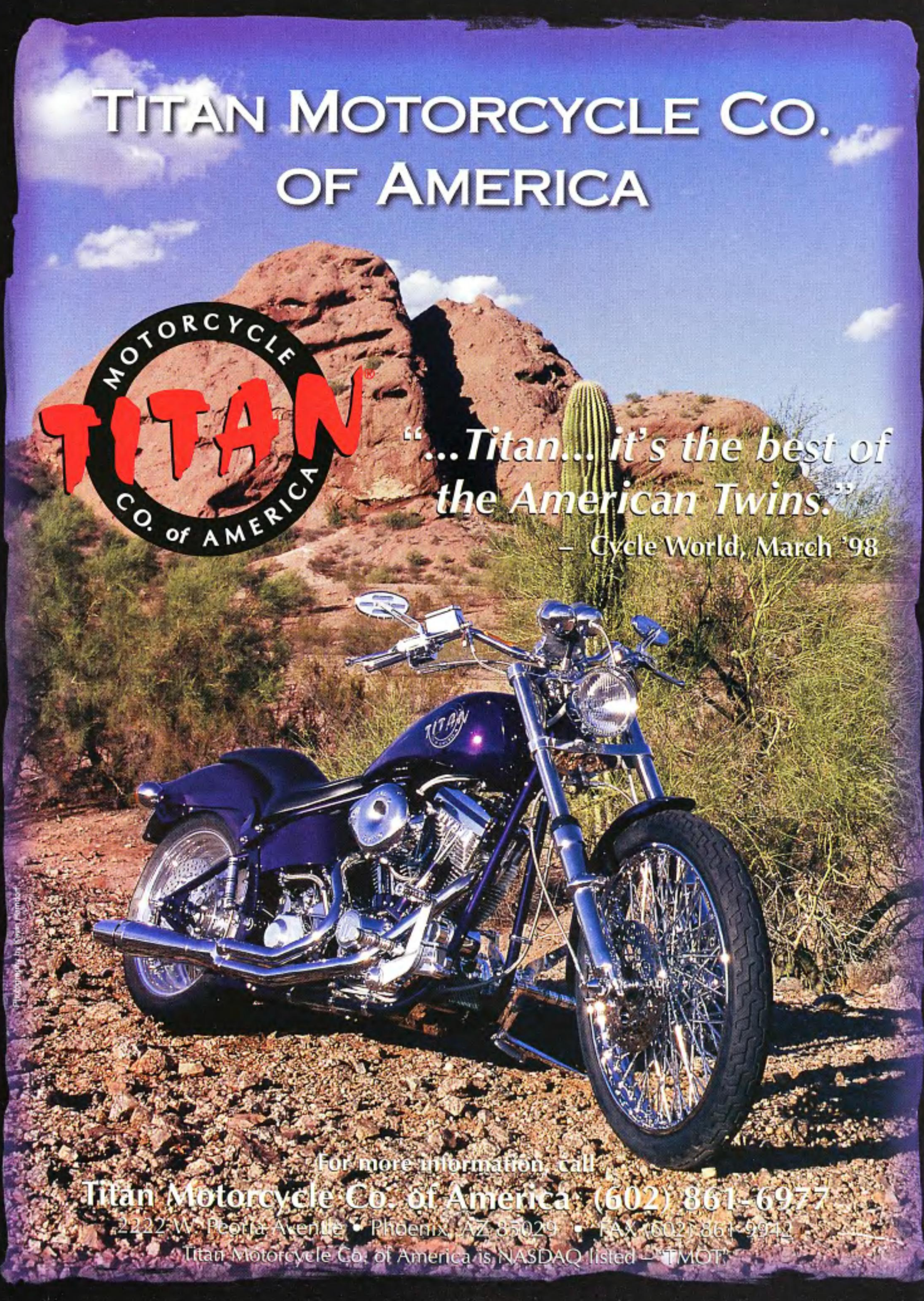

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# Easyriders 1999 BUYERS GUIDE

It can start with a set of metalflake blue tanks, or a classic Bates seat hanging on a shop wall. Maybe it comes to you in the middle of a cold winter's night as an image of liberation that won't give you a moment's peace until it's built, fired, and running like a scalded dog. Whatever the inspiration, the thrill of the build is what this collection of pages is all about.

Chock-full of 150 motorcycle-related products, the 1999 Easyriders Buyers Guide has everything you need to spontaneously combust into a customizing frenzy. Whether you're slickin' up your Softail, lightening your Low Rider, dudin' up your Dresser or radically altering your Rigid, you'll find page after page of bike-building goodies from which to choose.

Gettin' any project goin' takes drive, so we've made it easy for you to get information about the products herein. As you're goin' through the pages, notice the number at the bottom of each picture. That's the number you'll wanna circle on the enclosed reader's service card. Think of it as a pre-printed wish list that costs only $3.00 for the processing. If you want catalogs, you can get 'em by using the same card, plus the cost of the individual catalog (or catalogs if you really feel like goin' over the bike-building top).

Next, write down the name of every human being you know who can help you make a dream bike happen, and let 'em know you're ready to rock. Before long, you'll have everything you need to upgrade your scoot from "Well, it just needs a ..." to "Hey, it's finally runnin', and I'm outta here!"

Bottom line? Make it happen, 'cause there's many a road waiting to greet your wheels.

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# ACCESSORIES

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Hey, road warriors, check this out. Your Dyna, Softail Custom, or Sporty can be fit with a bolt-on set of saddlebags that'll have ya parked, unpacked, and in for the night in no time. Non-collapsing lids, steel-reinforced backs, and long cargo straps are designed for the long haul.

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**AMERICAN EAGLE LEATHERWORKS**
*Leather Sissybar Bag*

Quick detachable convenience ... sounds like the perfect relationship, doesn't it? But we're talking storage here, folks. If your sissybar has a luggage rack, this bag is for you. Available in studded, Beach Street, or Sport pack. All have non-collapsing lids and steel reinforced backs. Made in the USA.

CHECK #2 FOR INFO.

**DRAG SPECIALTIES**
*Drag-Hotop Lower Fairing Support Bar for '98-'99 FLTR*

Yet another fine product to dress up your dresser from the House of Hotop and Drag Specialties. This chrome mounting bar replaces the OEM lower fairing brackets when eliminating the engine guard/highway bar from your FLTR. The easy-to-install support bar includes all necessary hardware.

CHECK #3 FOR INFO.

**DRAG SPECIALTIES**
*Drag-Hotop Frame Accent Panel*

Wanna treat your big twin with a cosmetic bone? Tidy up the area between the seat and the tranny on your '97-'99 FLT with either a chrome or black frame accent panel. It covers the OEM frame bracing, extending over the edges of the frame tubes for a finished look.

CHECK #4 FOR INFO.

**DRAG SPECIALTIES**
*Billet Mid-Sized Footboards*

If ya want a smaller, narrower look and want improved flexibility, here are the footboards of choice for '80-'99 FLT, FLTR, FLHT, FLHS and FLHR models and '86-'99 FLSTs. Machined from 1/2-inch 6061 billet aluminum, these polished, chrome-plated ball-milled edge footboards measure 3 1/2 inches by 17 inches.

CHECK #5 FOR INFO.

**CHROME SPECIALTIES**
*Donnie Smith Signature Series Speedo Covers*

Look digital without going broke. Fits big twin speedos from 1968-1994 and 1995-present. Fits FXD and XL speedos 1995-present, as well as 2 1/2-inch mini gauges. It's the little things that set a custom bike apart, so get a head start on your next project.

CHECK #6 FOR INFO.

# ACCESSORIES

## KÜRYAKYN
*Retro Footpegs*

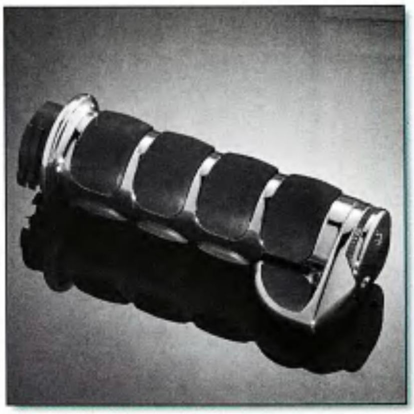
They combine the comfort of classic ISO-pegs with more modern, updated styling. The body of the peg has a new trimmer profile and more vibration-absorbing material in a sleeker appearing tread. Hey, your feet will love ya, so treat those lower digits to a fine ride.

**CHECK #7 FOR INFO.**

## KÜRYAKYN
*Magnum Mirrors*

It's a new convex version of an old favorite. You get a larger image with a narrower field of view, even though they look just a smidge farther away than they are. You also get less vibration distortion on solid engine mount bikes, a real plus for busy highway transitions.

**CHECK #8 FOR INFO.**



## KÜRYAKYN
*Throttle Boss*

That open stretch of road can wear out even the strongest of hands, but this handy little jewel can make all the difference. It's a small, adjustable paddle that's positioned under the palm of your throttle hand. It allows you to relax your grip, yet still maintain a constant speed.

**CHECK #9 FOR INFO.**

## MILWAUKEE IRON
*Dashes*

If ya can't find something in the 198 combinations available, you should build your own! Available for models through 1998, the stock dashes are 19 inches; extended dashes are 23 inches. They're made from 14- and16-gauge steel and come tapered, straight, extended, ringed, slotted, or flamed.

**CHECK #10 FOR INFO.**

## RON SIMMS' BAY AREA CUSTOM CYCLES
*Tribal Grips*

Next time the ol' lady starts to rag on you about your inability to accessorize your clothes, tell her to look at your bike instead. These tribal design grips from BACC are inspired by some tats you've probably seen here and there that look, well, tribal. Ball-milled, smooth, and shiny.

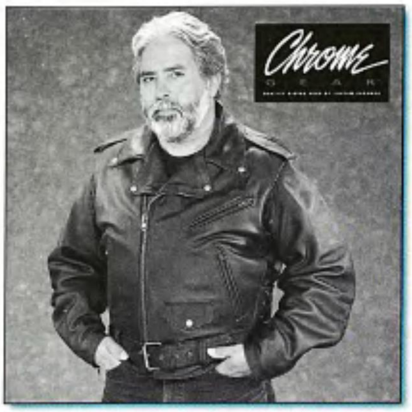
**CHECK #11 FOR INFO.**

## RON SIMMS' BAY AREA CUSTOM CYCLES
*Tribal Pegs*

While we're on the subject of accessorizing, grab a pair of these tribal pegs to match your grips! They feature the same smooth, shiny, ball-milled craftsmanship as Simms' tribal grips. Hell, go one step further and be really brave: get a tat to match the design. Now *that's* accessorizing!

**CHECK #12 FOR INFO.**

# APPAREL




## CUSTOM CHROME
*CHROME GEAR Riding Apparel for Men and Women*

More than 30 different styles of jackets, chaps, vests, and leggings for women, in sizes from 6 to 24. Over 20 different styles for men, in sizes ranging from 36 through 54. All products are made of Naked Leather, uncorrected full-grain leather that is "buttery soft to the touch"... oh, my.

CHECK #13 FOR INFO.

## MR. B'S ACCESSORIES
*Skullwear*

Ladies, if you don't have this line in your closet, you may wanna consider firing your fashion consultant. Skulls and biking go together like, well, skulls and biking. This year's bounty includes tops, shorts, long pants, shirts, crop tops, leggings, and body suits, plus T- shirts for men and women.

CHECK #14 FOR INFO.

## MR. B'S ACCESSORIES
*Exotic Wear*

Wild women, the party will start when the kickstand drops if you're decked out in any of these goodies. Leather, PVC lingerie, thong and bra sets, sexy playsuits, teddys and G-strings, plus leather and chain outfits will make any guy bark like a dirty dog—especially if you're wearin' those "Ecstasy Bound" removables ...

CHECK #15 FOR INFO.

## MR. B'S ACCESSORIES
*Pantywear*

New from the save-the best-for-last department: Harley-Davidson, French bikini, lace biker panties, silk-screened on soft nylon. Black or red are your color choices, either of which have been know to elicit high-noon howls from all manner of Alpha-type males on two wheels. Buy extras to toss as you ride ...

CHECK #16 FOR INFO.

## J&P CYCLES
*American Tradition Clothing*

Ya ain't got an 80-inch tat yet? Here's the next best thing. This line of T-shirts celebrates big twins and J&P Cycles' 20th Anniversary, with sizes from medium to XXL. That makes 'em kinda multi-purpose, 'cause you can buy extras for your sweetie to double as night shirts. Clever.

CHECK #17 FOR INFO.

## CHROME SPECIALTIES
*Sante Fe Jean Chaps*

With available matching vests, these four-pocket jean chaps come with full- length leg zippers, snap waist, and zip fly, and are cut to fit length. Men's sizes: S, M, L, XL, XXL; Women's sizes: XS, S, M, L, XL sizes available. Life's too short to dress cold or dress bad.

CHECK #18 FOR INFO.

# APPAREL

## BUGZ PERFORMANCE EYEWEAR
*Lunaz and RX Frame*

The patented Lunaz goggle lets ya switch lenses to match the weather, and the RX Frame fits within the goggles so you can wear prescription lenses. Now that's slick. The goggles are anti-fog-coated and are designed with a curve for better peripheral vision. Can't beat that with a stick.

**CHECK #19 FOR INFO.**

## BUGZ PERFORMANCE EYEWEAR
*Tazar*

These wild frames split to make switching lenses a breeze. Each pair includes a silver-coated smoke lens for bright sunlight, an amber lens for flat light, and a clear lens for night. Anti-fogging treated and made of polycarbonate, they're a fine addition to any forehead.

**CHECK #20 FOR INFO.**

## BUGZ PERFORMANCE EYEWEAR
*Vatorz and Talonz*

No, it isn't a new race of bad guys from *Star Wars*. They're exotically slick and stylin' sunglasses made from Monel alloy steel that sport chromium mirror and titanium anti-reflective coatings. The Ruthenium Vatorz are even coated in platinum. Whoa, daddy, ya never looked so good!

**CHECK #21 FOR INFO.**

## EASYRIDERS ROADWARE
*Men's Deerskin Gauntlet Gloves*

Made in the USA out of Thinsulate construction, you'll be set for heavy weather with these digit warmers, available in S, MD, L, and XL sizes. It doesn't take many miles to feel the chill to the bone, so plan ahead and let nothing interfere with the comfort of your ride.

**CHECK #22 FOR INFO.**

## EASYRIDERS ROADWARE
*Men's Deerskin Gloves*

Lighter yet just as durable as their Gauntlet cousins, these deerskin gloves are Bambi's way of saying, "Stay warm even though I'm gone." OK ... maybe not. Either way, your hands will thank you profusely for splurging on them, especially if you've ever watched 'em change colors in the freezing cold.

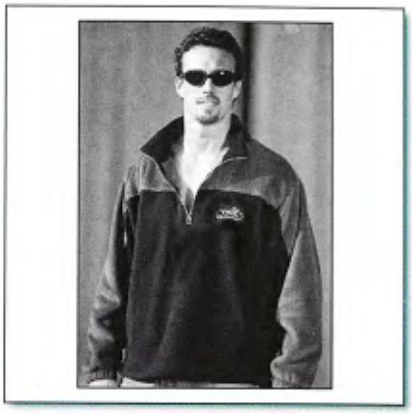
**CHECK #23 FOR INFO.**

## EASYRIDERS ROADWARE
*Quilted Lined Shirt*

How many times have you rolled over in the morning in your sleeping bag, or hunkered down under your covers and wished you could stay there all day? Now you can, almost, thanks to these 100% cotton outside, 100% polyester-filled inside shirts. Sizes include M, L, XL, XXL, and XXXL.

**CHECK #24 FOR INFO.**

# APPAREL



### EASYRIDERS ROADWARE
*Sherpa Fleece Jacket*

Ladies, you could climb Mt. Everest, or at least a tall bar stool, with this comfy new jacket. Lined with the feel of a cottony bath towel, it'd be the perfect start to a very long and hot evening. Easy wash and wear, too. Sizes include M, L, XL, XXL, and XXXL. Unzip it slowly ...

**CHECK #25 FOR INFO.**

### EASYRIDERS ROADWARE
*Touring Jacket*

This heavy-duty cowhide jacket has been geared up to protect your hide with reinforced elbows, forearms, shoulders, and extra kidney support. It features adjustable laced-up sides, zippered pockets on the sleeves, and zippered vents for extra ventilation. Comes in M, L, XL, XXL, and XXXL.

**CHECK #26 FOR INFO.**

### EASYRIDERS ROADWARE
*Sherpa Fleece Pullover*

This ultra-comfortable, two-pocket pullover combines the warm look and feel of velour-like cotton with the coolness of an Easyriders embroidered bike logo. Comes in M, L, XL, XXL, and XXXL sizes.

**CHECK #27 FOR INFO.**

### RON SIMMS' BAY AREA CUSTOM CYCLES
*Jackets*

Show your Bay Area pride with these full-sleeve riding jackets that'll let folks know where you've been and where you'd rather be. There's a helluva lot of bike history between Oakland and San Francisco, where only the brave ride those steep streets with jockey shifts.

**CHECK #28 FOR INFO.**

### RON SIMMS' BAY AREA CUSTOM CYCLES
*Racing T-Shirts*

You can never have enough T-shirts, so why compromise on their quality? These silk-screened cotton torso wrappers are a perfect way to break the ice with that new hardbelly. Put one in each hand, wrap your arms around her back, and ask her to choose. It'll feel great!

**CHECK #29 FOR INFO.**

### RON SIMMS' BAY AREA CUSTOM CYCLES
*Baseball Caps*

Here's another item you just can't seem to have enough of on hand. Adjustable sizes fit all, and, again, they are a fine gift for a deserving sweetie who swears she has nothing to wear. Hand her one of these caps and say, "This is all you need."

**CHECK #30 FOR INFO.**

## DRAG SPECIALTIES
*Drag-Hotop Rear Master Cylinder Assembly Cover*

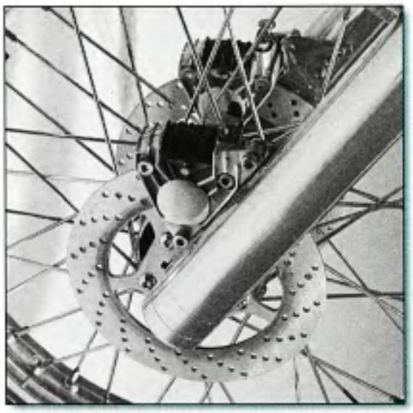
Wanna chrome up your '97-'98 FLT, FLHT, FTLR or FLHR? Run one of these heavy-gauge steel rear master cylinders. It could be the start of a major overhaul on that long overdue cosmetic revision, or it could be the final touch to round out months of an anxious project.

CHECK #31 FOR INFO.

## PACIFIC SUNSET
*Tolle Sprocket Disc Brake Kits*

This combo comes with a drill pattern designed to keep oil and water off the brake pads. Clean up the rear end with these drilled or slotted 48-tooth rotor/sprockets, and you'll have your riding buddies doing double-takes. Rotor heat is dispersed enough to not affect chain life.

CHECK #32 FOR INFO.



## PACIFIC SUNSET
*Tolle Dual-Disc Rotors and Calipers*

Don't let the small size fool ya. You'll still be able to stop on a dime when the medium 2-piston calipers grab hold of the 8 5/8-inch rotors. They're constructed from Swedish aerospace technology, some of the finest in the world. Show polished for serious builders. Try 'em.

CHECK #33 FOR INFO.

## PERFORMANCE MACHINE
*Stainless Steel Discs*

Designed to match P.M.'s Fusion Billet wheels in all 11.5-inch and select 13-inch disks. Made of high-quality 420 stainless steel, wrapped around billet centers. It won't rust, squeal, or gaul like lesser quality stainless discs. Don't compromise in quality when it come to what protects you.

CHECK #34 FOR INFO.

## PERFORMANCE MACHINE
*Direct Bolt-On Caliper Line*

This line features a 4- and 6-piston setup for 11.5-inch discs, and a 6-piston deal for 13-inch discs. The calipers have a differential bore size, which compensates for uneven par wear at high-speed operations. Bolts directly onto 1984-present Harley-Davidson fork legs.

CHECK #35 FOR INFO.

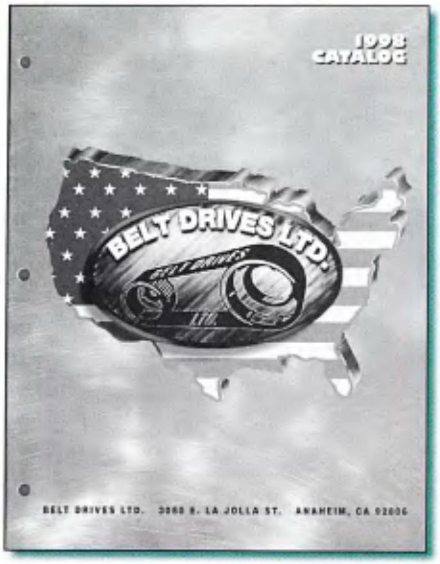
## PERFORMANCE MACHINE
*Handlegrip Master Cylinder*

New internals, new lever, and a new look for 1999. The P.M. billet aluminum HGM features completely redesigned pistons and seals and an adjustable reach lever. Available in brake side, clutch side, and as a cable clutch handle. It's show and go with a some serious stopping power in between.

CHECK #36 FOR INFO.

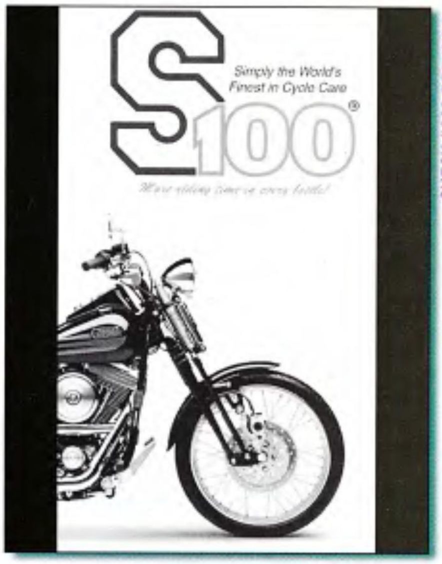
# CATALOGS

201 **BELT DRIVES LTD**



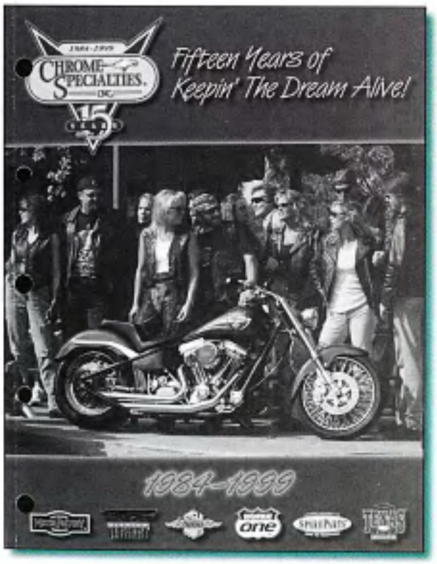

CHECK #201 FOR INFO.

202 **BROOKSIDE IMPORTS**



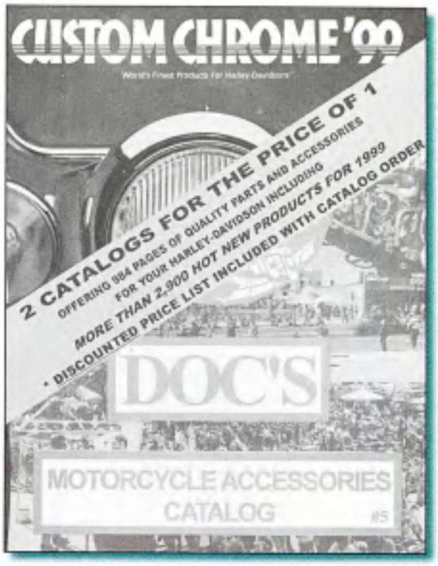

CHECK #202 FOR INFO.

203 **CHROME SPECIALTIES**



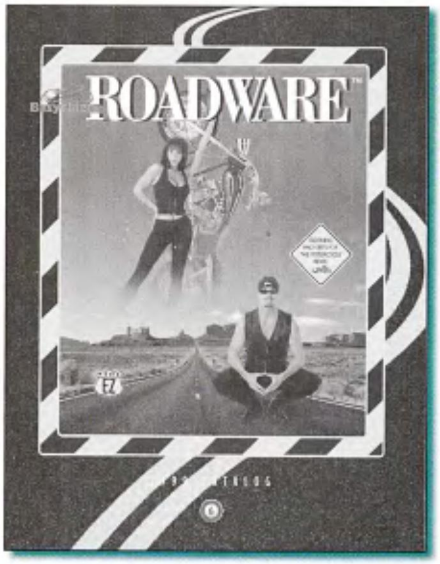

CHECK #203 FOR INFO.

204 **DOC'S**



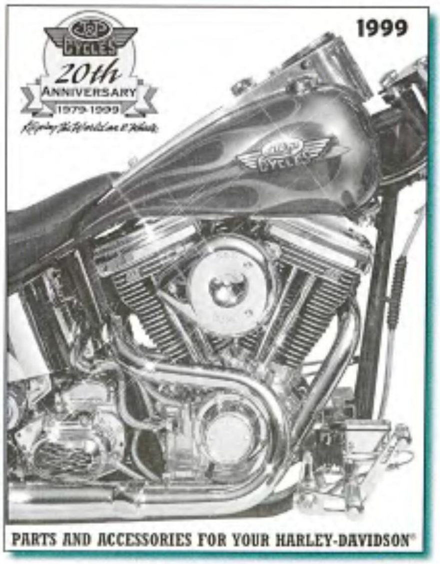

CHECK #204 FOR INFO.

205 **EASYRIDERS ROADWARE**




CHECK #205 FOR INFO.

206 **J & P CYCLES**




CHECK #206 FOR INFO.

# CATALOGS

## 207 KÜRYAKYN

CHECK #207 FOR INFO.

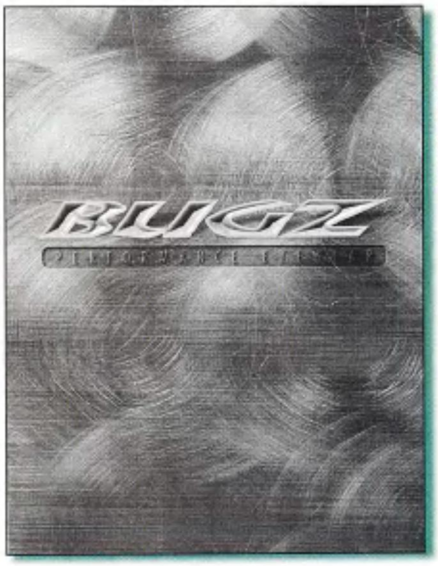
## 210 RIVERA ENGINEERING

CHECK #210 FOR INFO.

## 208 MR. B'S

CHECK #208 FOR INFO.

## 211 SKYLINE NORTHWEST



CHECK #211 FOR INFO.

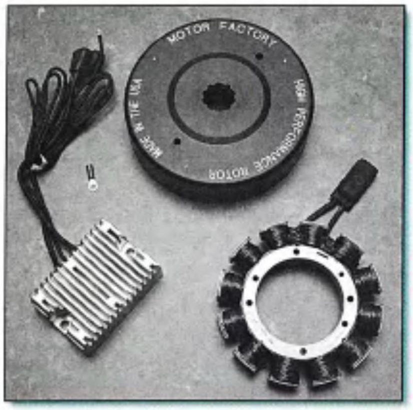
## 209 PAT KENNEDYS

CHECK #209 FOR INFO.

## 212 STOP ANTI THEFT

CHECK #212 FOR INFO.

# ELECTRICAL




## CHROME SPECIALTIES
*Motor Company Alternator Kits*

These high-output, 32-amp alternator kits can improve starting and battery life over 50% for stock or custom bikes. Great for high-compression engines or dressers with accessory lighting. Fits FL, FX (1970-1990), FLT, FXR (1980-present, except fuel injected) models. Also fits Softail and Dyna models (1991-present).

CHECK #37 FOR INFO.

## PRIMO BELT DRIVES
*Starter Support Housing*

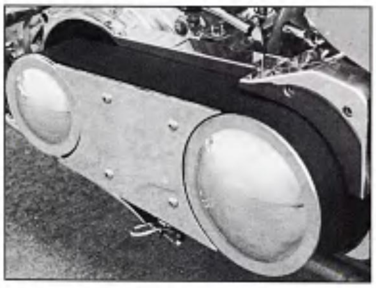
Your Brute IV open belt drive has a newly styled starter just waitin' to be bolted on. It gives safer operation and looks better doin' it, so you can't lose. You'll see it on street performance, show/custom and drag racing machines, so it's not just some passing fad. Check one out.

CHECK #38 FOR INFO.

## BELT DRIVES, LTD.
*Shovelhead 3-inch Electric Start Kit*

If you're into conserving coin, here's a little something to drop into your Shovelhead that'll do the job—and not cost you lunch at the Ritz. It also fits 1989 and up big twins, so maybe your Evo would like a wrinkle-black accessory as well. Either way, it's very affordable.

CHECK #39 FOR INFO.



## BELT DRIVES, LTD.
*3-inch Electric Start Belt Drive*

Gotta Softail, FXR, Dyna frame or a Shovelhead motor? Ponder the possibility of runnin' this one-piece, billet aluminum, CNC-machined gizmo in it. Recessed starter gear pocket and a sealed double-row main shaft bearing for maximum rigidity. Polished pulley covers included in kit. It'll run tight and right.

CHECK #40 FOR INFO.

## CHROME SPECIALTIES
*Donnie Smith "V" Signature Series Coil Bracket Kits*

It's a one-piece all-billet-aluminum unit that features a hidden set screw to lock in the smaller toggle switch. You also get an automotive-style ignition (off, on, start) and a three-position toggle light switch (high, off, low). Fits all big twins with coil mount top motor mounts.

CHECK #41 FOR INFO.

## CHROME SPECIALTIES
*Donnie Smith Signature Series Coil Covers*

If you have a big twin that runs Dynatek coils and a coil mount top motor mount, saddle it up with this ABS plastic scratch resistant coil cover. They complement any bike, from stock to custom and all points in between. Ready to paint to match any paint scheme around.

CHECK #42 FOR INFO.

## STOP ANTI-THEFT SYSTEMS
### *Armed Guard Pager Alarm*

The 4-watt paging alarm automatically arms every time you park your scoot, monitoring bike movement and ignition system at the same time. The kit includes connectors, vibrating/audible beeper, and easy-to-follow installation instructions for humans. Use with a stand-alone paging alarm or with most other alarm manufacturer's systems.

**CHECK #43 FOR INFO.**

## STOP ANTI-THEFT SYSTEMS
### *Armed Guard 200P Alarm*

With a whopping 1-mile maximum range, the 4-watt paging transmitter will do the job. The alarm kit includes a 120db siren, starter lockout, flashing lights, and remote arming feature. Bike theft will never go away, but this kit will reduce the chances of your bike doing so.

**CHECK #44 FOR INFO.**

## STOP ANTI-THEFT SYSTEMS
### *Armed Guard 300 Alarm*

It's the flagship of their alarm line. A perimeter sensor includes remote control on/off and countdown warning sequence. The system's remote arming, adjustable impact and tilt sensors, starter lockout, flashing lights, 120db siren, warning LED and radar perimeter sensor make a formidable weapon in the bike theft battle.

**CHECK #45 FOR INFO.**

## BIKERS CHOICE
### *Twin Power Plus Regulators*

It's got three items guaranteed to appeal to just about everybody: the latest in micro-circuitry, less heat generating performance, and no extra harness required for installation. If it's time for you to upgrade your electrical system's reliability with a rock solid voltage regulator, you know where to look now, don'tcha?

**CHECK #46 FOR INFO.**

## BIKERS CHOICE
### *Twin Power Plus Ignition Module*

Runs on single or dual fire, single or dual plug configurations. The electronic advance has a built-in timing light, complete with adjustable rpm limiter and advance curve. No more hassle with leads and strobes when it comes to dialing in the performance timing numbers. Buy one today, go faster tomorrow.

**CHECK #47 FOR INFO.**

## BIKERS CHOICE
### *Twin Power Starter Motors*

Three models for 1999: 1.4 starter motor, Prestolite type and Hitachi type. The 1.4 is 100% OE interchangeable for '94-'98 Sportsters and big twins; Prestolite fits '67-'80 XLs, late '66-'82 FLs, '80-'83 FLTs, '82-early '83 FXRs; Hitachi fits '74-early '76 XLs, '82-'84 FLs, '74-'86 FXs, '84-'88 FLTs and FXRs.

**CHECK #48 FOR INFO.**

# ELECTRICAL

**DRAG SPECIALTIES**
*Drag Specialties Custom Diamond Lights*

They're natural extensions of the classic FL rear turn signal mounting bar. Specially designed angled lens facets greatly increase side visibility over OEM lights. They fit any '63-'99 FX, FL, or FLST models with a diamond-shaped OEM-style rear turn signal. Chrome-plated, die-cast bodies and injection-molded polycarbonate lenses. Cool.

CHECK #49 FOR INFO.

**DRAG SPECIALTIES**
*Drag Specialties Billet Regulator Plug Retainer*

Chrome-plated, billet aluminum retainers that protect the regulator from accidental unplugging from the stator. An angled retention tab fits across the top of the regulator plug, and all hardware is included to fit all Evolution big twins. Just picture a stretch of desert and you with a whacked-out electrical system that didn't have to be ...

CHECK #50 FOR INFO.

**DRAG SPECIALTIES**
*Drag Specialties Capsule Marker Lights*

You can't run a smaller marker light using standard size 1157 dual filament light bulbs. How small? 3 inches long with a 1 1/4-inch diameter, featuring a chrome-plated body and 5/16-inch hollow mounting studs for hidden wiring. Extra red lenses and drilled 5/16-inch by 1 1/2-inch bolts included. Sold in pairs.

CHECK #51 FOR INFO.

**DRAG SPECIALTIES**
*Drag-Hotop Rear Marker Lights*

Perfect if you're running Drag Specialties fender to saddlebag covers on your '93-'99 FLT/FLHT/FLHR. They also go with rear surfaces of any '67 - present OEM hand saddlebag (except '80-'84 FLTs). 10-watt single-filament halogen bulb included along with a molded rubber gasket for mounting against painted surfaces.

CHECK #52 FOR INFO.

**CUSTOM CHROME**
*Scalloped Headlights*

Hey, here's the look of a high-tech billet aluminum headlight without the associated cost. The creative bottom mount design features built-in visors in the headlight rims and decorative scallops in the chrome-plated, stamped steel bodies. Comes in three different sizes, from 4 1/2 to 6 1/2 inches in diameter. Good deal.

CHECK #53 FOR INFO.

**CUSTOM CHROME**
*Round Marker Lights by Rick Doss*

Pilots live by the motto, "See and been seen." Why shouldn't you? These round marker lights come in four different kits that can be installed in a variety of locations. The stylish lights' recessed bodies will accept any 1.80-inch caliper inserts to match your other bolt-on accessories. Sold in pairs.

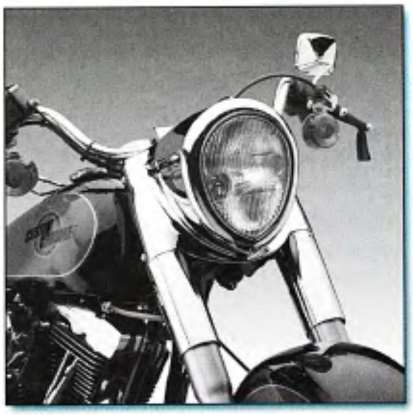
CHECK #54 FOR INFO.

# ELECTRICAL

## CUSTOM CHROME
*Aurora Taillight Assembly*

John Reed combined function with art with this taillight, stoplight, and turn signature assembly. Its flawless chrome-plating and hidden mounting screws for the lenses add class to the act. Available with or without the turn signals, it fits most big twin models from 1973-present. Matching front turn signals available.

CHECK #55 FOR INFO.



## CUSTOM CHROME
*Doss Custom Teardrop Headlight Housing Kits*

1939 meets 1999 with this Ford reproduction headlight/bolt-on kit that'll add some more hot to your rod. The 1960s-vintage aluminum headlight housing and teardrop shape of the pre-WWII Ford headlight (with halogen bulb) are a rockin' combination for any 1960-1984 4-speed FL and all 1986-preset Heritage Softail or Fat Boy.

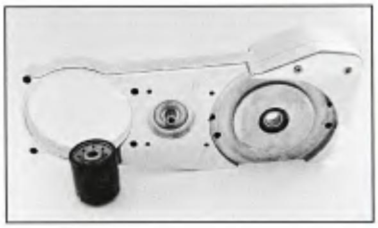
CHECK #56 FOR INFO.

## J&P CYCLES
*Tailgunner Marker Lights*

Great customizing begins with small steps. Start here with these popular Auto Gem glass lens marker lights that are great for changing from stock license mounts to lay-down style or similar license plate mounts. They'll fit your 1993-present FL, using existing stock hardware, and they're sold in pairs.

CHECK #57 FOR INFO.

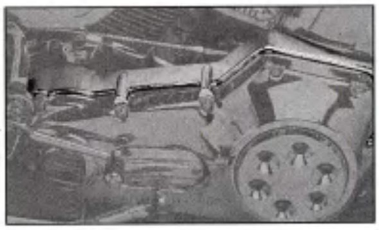
# ENGINE ACCESSORIES



## BELT DRIVES, LTD.
*Motor Plate*

Here's a goodie that lets you side-mount a standard oil filter on the plate. The rotating belt creates extra cooling on the filter (that can now be covered with the included side guard). Kit comes with all necessary fittings installed, and it even includes an oil filter. What a deal.

CHECK #58 FOR INFO.



## KÜRYAKYN
*Cast Inner Primary COvers For Softails*

Get the rich look of an expensive chromed stock inner primary for a fraction of the cost and no down time. This trick new cover bolts over your old one in10 minutes, with basic hand tools. Fits 1986-present Softail models except "Old Boy" and bikes using suspension lowering kits.

CHECK #59 FOR INFO.

## PAT KENNEDYS
*Stainless Steel Oil Tank*

304-quality, highly polished stainless steel designed for use with custom suspension or rigid frames. TIG-welded with a six-position rubber mounting system that leaves plenty of room for your FXST electric start battery. OEM oil filter is fitted on left side of 3-quart oil bag.

CHECK #60 FOR INFO.

# ENGINE ACCESSORIES

**BIKERS CHOICE**
*Twin Power Oil Change-In-A-Box*

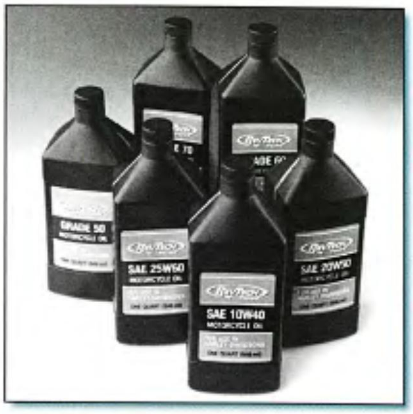
Change it now or do a rebuild later. Sporty kits come with 3 quarts of 20-50W oil, 1 quart of Sportlube, and 1 nifty chrome oil filter. Big twin and Dyna kits have 4 quarts of 20-50W oil, 1 quart semi-synthetic tranny fluid, and 1 shiny chrome oil filter. Don't wait!

CHECK #61 FOR INFO.

**CUSTOM CHROME**
*Primary Covers for Softail and Dyna Glide Models*

Stunningly chrome-plated, die-cast aluminum primary covers are now available in two different versions to fit all Softail and Dyna Glide models from 1989 through 1998. Fits OEM or custom bike applications, with numerous inner reinforcing ribs and a starter shaft bushing. Only free barbecue could make it more appealing.

CHECK #62 FOR INFO.




**CUSTOM CHROME**
*RevTech Pure Advanced Motorcycle Lubricant*

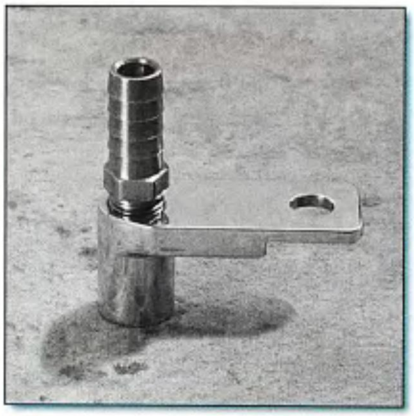
Hydro-cracking refining processes remove hydrocarbons and other contaminants, providing synthetic-like performance from petroleum oil. Extends engine life and resists oxidation by generating 90% less corrosive acids and reduces sludge formation by 50%. Meets all Harley-Davidson motorcycle warranty requirements.

CHECK #63 FOR INFO.

**CUSTOM CHROME**
*Tribal Iron Accessories*

According to master customizer John Reed, hogs were considered sacred by the ancient Celtics. Do tell. He appropriately created the Tribal Iron accessory line; chrome-plated die-cast components which can be painted to color-match your bike. Gas caps, master cylinder covers, derby and inspection covers, and mirrors await your customizing touch.

CHECK #64 FOR INFO.



**DRAG SPECIALTIES**
*Drag-Hotop Chrome Billet Oil Drain*

Here's the slick and clean ticket for changing the oil on your '86-'99 FXST/FLST. It's a unique drain that cleanly mounts to the rear of the transmission mounting plate. Deigned to utilize the existing OEM mounting bolt and hose clamp. Barbed oil line fitting and hex drive pipe plug included.

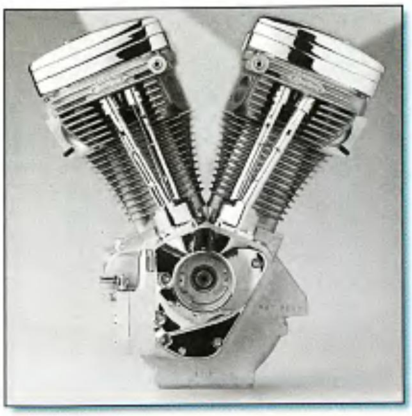
CHECK #65 FOR INFO.

**S&S**
*Billet Rocker Covers*

These beautiful two-piece billet aluminum rocker covers are designed for the custom and performance enthusiast. Fits most engines that accept stock H-D big twin or Sportster rocker covers. OEM-style umbrella valves insure compatibility with crankcase and cylinder head venting arrangements.

CHECK #66 FOR INFO.

# ENGINE PERFORMANCE



## CUSTOM CHROME
*CCI/RevTech Engine*

Ready to earn some stripes? Custom Chrome's V-twin motor kits come with flywheels and connecting rods assembled and trued; beyond that, it's all up to you, bubba. The RevTech heads are designed for both crankcase and head breathing systems. Carb and ignition systems not included. Available with STD or Delkron cases.

**CHECK #67 FOR INFO.**

## BIKERS CHOICE
*Twin Power Keihin CV Performance Kit*

Eliminates rough idle, hard starting and backfires from stock jetting and needles. This kits gives you a custom needle, two high-speed jets and two low-speed jets. Install a high-performance cam and exhaust system, and this kit will give your available power and torque a size-12 boot and then some.

**CHECK #68 FOR INFO.**

## BIKERS CHOICE
*Style Glide Fuel Filters*

These 6061-T6 aluminum buffed and chromed filters provide maximum flow and optimum filtering. Really. They're designed for high-temperature and high-filtration environments (translated, summer runs and events offering watered-down gas. Imagine that). The CNC-machined bodies look mighty spiffy. Yes they do.

**CHECK #69 FOR INFO.**

## BIKERS CHOICE
*Twin Power Billet Oil Pump Kit*

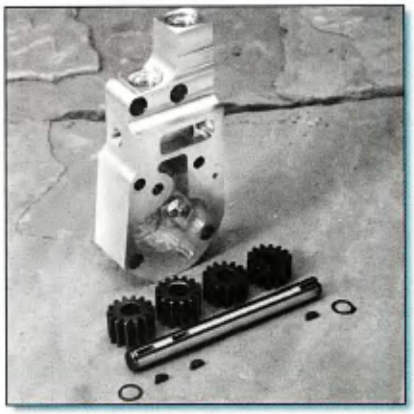
You can't spend enough on this part. End of story. Made of 7075 billet aluminum, with 30% larger than stock return gears that reduce oil blow-by and soaked air cleaner nonsense. Gears and shafts are made of 8620 tool steel, and the overall kit uses OEM gaskets. Made in USA.

**CHECK #70 FOR INFO.**

## JIMS
*Hydrosolid Tappets*

Would you believe a tappet that behaves like a hydraulic up to 5500 rpm, then switches performance characteristics to a solid, clear up to your set rev limiter? The new design adds 3-6 more usable horsepower and takes tappet engineering to a whole new level. You're gonna love it.

**CHECK #71 FOR INFO.**



## JIMS
*Oil Pump*

You get increased oil return, which means an increase in horsepower by decreasing drag on flywheels and other rotating parts. The oil pump kits include oil pump body, hand-matched gears, shafts, and keys. You know better than to cut corners on this component. JIMS hasn't, so why should you?

**CHECK #72 FOR INFO.**

## JIMS
*1.7 Ratio Rocker Arms*

If you want to achieve more lift at the valves with stock H-D valve angles, these 1.740 ratio roller rockers are your ticket. Gain a .1000-inch farther lift that allows for increased air flow and horsepower. Use 'em in your race or street-performance engine. Then ride like hell.

CHECK #73 FOR INFO.

## RIVERA ENGINEERING
*Taper-Lite Push Rods*

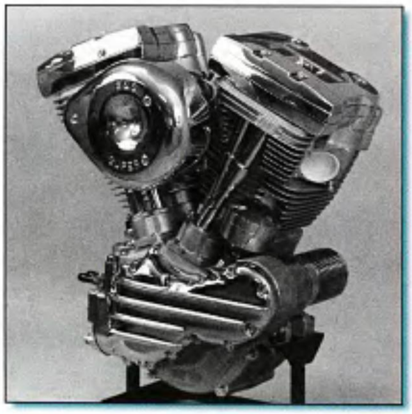
Got a 5-speed Sporty, '91 or later? Equip it with these new pushrods, complete with (and you gotta love this) hi-rev, Mae West-type ball-ends for additional rocker arm clearance with high-lift cam applications. The removable push rod cover kit does not require removal of the rocker boxes. What a relief!

CHECK #74 FOR INFO.

## RIVERA ENGINEERING
*Dual Mikuni Carb Kit*

Try running two 42mm smoothbore carbs, with Rivera's high-flow "Ram effect" intake manifold, and see if the neighborhood dogs don't howl in your honor. Get maximum fuel-mix volume that provides astounding bottom-end and mid-range performance by maintaining intake velocity. For 80 to 120-inch motors, Evo or Shovel big twins. Speeding ticket optional.

CHECK #75 FOR INFO.



## S&S CYCLE
*Long Blocks*

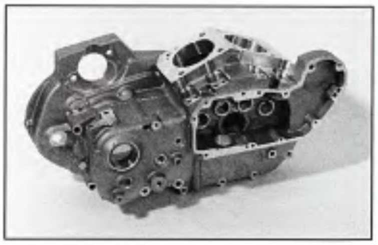
Just shy of being complete engines, most S&S long blocks only need rocker arm assemblies and rocker and pushrod covers for finishing. They are factory-balanced and available in several configurations, such as the Panhead style with right crankcase, late alternator left, and S&S super stock cylinders and heads. Shovel- and Evo-style long blocks are also available.

CHECK #76 FOR INFO.

## S&S CYCLE
*Motor Kits*

The new generation of S&S motor kits features S&S Super-Stock heads, designed by S&S engineers and built by their craftsmen to exacting specifications. Just looking at the purty picture here, you can see that from heads to barrels, rods to cams, pistons to flywheels, gears and carb, it's all there. So if you're looking for cheek-pulling power, check 'em out.

CHECK #77 FOR INFO.



## STD
*Sportster Engine Cases*

Whether you're replacing the stock cases on your modified street engine or building a nitro-burning big bore drag bike, you might want to look at STD's Sportster cases, cast from aerospace quality 356 T6 "A" prime alloy with a tensile strength of 45,880 psi. These cases come unfinished or complete and ready to run with studs and bearings as needed.

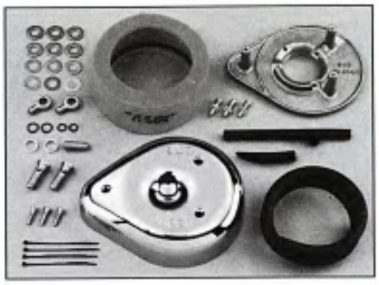
CHECK #78 FOR INFO.

# ENGINE PERFORMANCE

## FLO HEADWORKS
*Super Flow Cylinder Heads*

Designed for Buells and 1200cc Sportsters, these cylinder heads show increased flow characteristics throughout the entire range of valve lift with improved low-lift flow in intake and exhaust ports. The high-lift flow at .500-inch was increased in the exhaust port by 28 percent and by 19 percent in the intake port, boosting the exhaust-to-intake ratio to 85 percent.

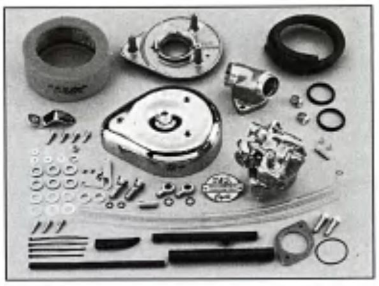
CHECK #79 FOR INFO.



## S&S CYCLE
*Air Cleaner Assemblies*

Original S&S teardrop air cleaners are now available for most stock H-D carburetors. With their new vortex cone and radiused air entryway, these air cleaners offer significant increases in performance over most stock air cleaner assemblies. These kits are available for 1993 and up big twins, 1966-'89 big twins, 1991 and up Sportsters, and 1994 and up Buells.

CHECK #80 FOR INFO.



## S&S
*Super E and Super G Carbs*

For '94-up Buells, featuring an adjustable, non-restrictive enrichener for easier starting, an adjustable accelerator pump for optimum throttle response, and two jetted primary fuel circuits for simplifying tuning. An adjustable third circuit controls the idle mixture. Available with either the 1 7/8-inch Super E or 2 1/16 Super G carb.

CHECK #81 FOR INFO.

# EXHAUST

## DRAG SPECIALTIES
*Vance & Hines 2-Into-1 Pro Pipes*

Want approximately 17% more horsepower than from stock pipes? These puppies' handmade race collector produces maximum scavenging of spent gasses. The special baffle system produces a killer sound. Available for 1995-1998 FLTs, Softails, Dynas, 1987-1994 FXRs and 1986-1999 XLs. 220-degree wrap heat shields blend with the oversized race collector pipes.

CHECK #82 FOR INFO.

## DRAG SPECIALTIES
*Drag Specialties-Samson Rolled Thunder Mufflers*

Dress up that dresser with a set of 28-inch Rolled Thunder mufflers, designed for late-model '85-'99 FLT, FLTR, FLHT, FLHS and FLHRs. Sold in pairs, these pipes feature a rolled edge along free-flowing nonremovable baffles. Your bike and your ears with thank you. So will the hardbelly at Sturgis ...

CHECK #83 FOR INFO.

## DRAG SPECIALTIES
*Python$^3$ Pipes for Softails*

Crank the power on your stroker and modified engine with 1 3/4-inch equal-length pipes that feed into 2 1/2-inch muffler bodies with nonremovable baffles. These double-nickel chrome finish Pythons are polished to perfection on all sides. Optional full-length heat shields sold separately. Tune up a pair of these puppies today.

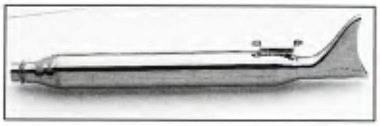
CHECK #84 FOR INFO.

# EXHAUST

## CHROME SPECIALTIES
*Mini Guns and Long Guns Exhaust*

Donnie Smith put pen to paper, designing some serious pipes that wrap in front of the tranny for better performance and an eye-catching look. Heavy 18-gauge, 2 1/4-inch diameter steel tubing produces a deep rumble for your 1984-present Softail. Baffle and heat shield available separately.

CHECK #85 FOR INFO.



## PAUGHCO
*Dresser Fishtail Muffler*

Add this very hefty 31-inch noise catcher to your dresser and see if you don't turn a few heads. High flow baffles assure the sound of thunder and then some. They're a perfect combination for fuel-injected or carbureted models. There's no shortage of style to choose from, either.

CHECK #86 FOR INFO.

## PAUGHCO
*Heritage Springer Muffler*

If nostalgia is your thing, slap on a pair of these high-flow mufflers and get the sound of history on your backside. The all-steel baffle design lets you oblige the EPA and still sound like a Harley. That's half the fun of owning a real bike anyway.

CHECK #87 FOR INFO.

# FRAMES & FENDERS

## FRONT FENDERS
*Milwaukee Iron*

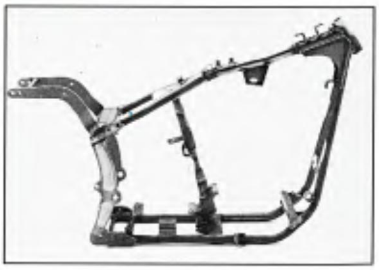
Bolt on this classy custom fender, designed by master bike builder Randy Simpson, for a fresh look on your scoot. There are four different front fenders for 19- and 21-inch wheels that'll fit wide glide and narrow glide front ends. Don't scrimp when it comes to your metal.

CHECK #88 FOR INFO.

## PAUGHCO
*FX/FL Swingarm Frame*

It's the perfect foundation for that long-dreamed-of classic project. You can mount a nostalgic sidemount oil bag and battery tray (tabs are included) for that 1965-'84 look you're after. Frame accepts drum or disc brake swingarm, and runs chain or belt final drive.

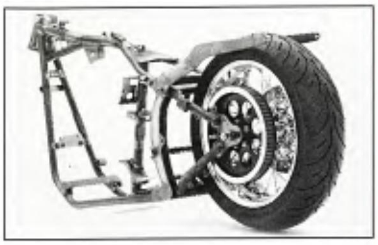
CHECK #89 FOR INFO.



## PAUGHCO
*Softail Frame*

It's the most widely used frame by the country's best bike builders. There's just not enough room to list how many possible variations there are to this project standard. Let this be the spark that ignites your creative fires. The ol' lady will hopefully understand your obsession in the garage ...

CHECK #90 FOR INFO.



## PAUGHCO
*Softail Frame/Swingarm*

Bolt-on struts let you run up to a 9-inch rear fender on this Softail frame, built for belt final drive and a 180 tire. Let your mind wander to the far corners of construction Nirvana as you ponder the possibilities just waiting to be dropped into this project-starter.

CHECK #91 FOR INFO.

## PAUGHCO
*FXR Swingarm*

If you've been wanting to run a 200-series tire on your FXR, wait no more. Designed for a rear belt and rubber-mount configuration, you'll have speed and smooth suspension in a dream performance package. The more rubber to grab the road, the better the ride. Lock and load.

CHECK #92 FOR INFO.

## PAUGHCO
*All Tube Rear Section*

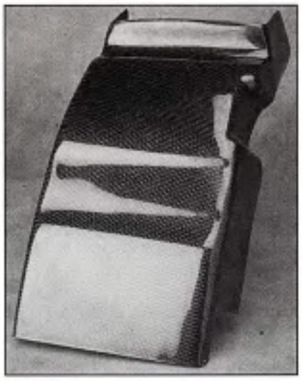
Here's a new one. Now you can give your stock or custom Softail that old nostalgic rigid frame look that's available in a choice of wide or stock width. If you're starting a ground-up project, this will help you scratch that classic-look itch with the security of Paughco reliability.

CHECK #93 FOR INFO.

## PAT KENNEDYS
*Full Suspension Frames*

The Wrangler Chopper and the Outlaw Chopper full-suspension frames weigh only 55 pounds and include swingarm, axis tube, bearings, bolts, clips, and stainless steel mudguards. The Wrangler sports 40 degrees of rake and 4 inches of stretch; the Outlaw offers a 43-degree rake and 10-inch downtube stretch.

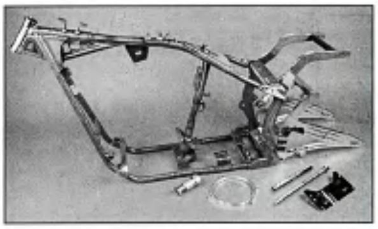
CHECK #94 FOR INFO.



## RON SIMMS' BAY AREA CUSTOM CYCLES
*Carbon Fiber Fender Extensions*

If you're running a 180- or 200-series fat tire and you want to look good doing it, here's the part. It's lightweight, but don't let that fool ya. It'll do the job as good if not better than its steel cousin. It'll put the "C" in your custom.

CHECK #95 FOR INFO.



## RON SIMMS' BAY AREA CUSTOM CYCLES
*Fat Tire Frame Kits*

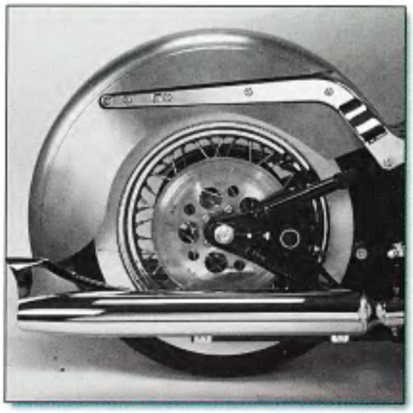
What? You say you don't have room for a 180? Well, here's your answer. Dump that skinny frame and step up to the land of fat. This Softail setup is available in stock, 2-inch, and 4-inch stretch configurations. It's the perfect excuse to go big all over.

CHECK #96 FOR INFO.

## SELF-SUPPORTIVE FENDERS
*Milwaukee Iron*

These M.I. fenders come in seven styles and three widths, fitting FXST frames in 11-, 11 1/8-, 11 1/2-, 11 3/4- and 12 5/8-inch sizes, with two- and three-hole patterns on the side. These sizes also fit 1965-'86 4-speed rigids, with 126 total possible variations—all you'll need to craft a backside masterpiece.

CHECK #97 FOR INFO.



## BANDIT AND FRENCH BANDIT FENDERS
*Milwaukee Iron*

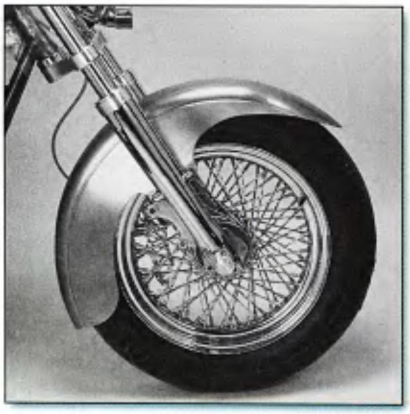
We have no idea if these are named after our infamous Bandit, but they are available in two lengths and four widths for Dyna Low Riders, Super Glides, Wide Glides, and Softails with stock frame dimensions. Also fits FXSTs with up to 9 1/8 inches between rails.

CHECK #98 FOR INFO.

## REAR FENDERS
*Milwaukee Iron*

Four different width rear fender versions will cover Dyna Super Glides, Dyna Low Riders and Dyna Wide Glides. The 7 3/4-, 8 1/2- and 9-inch widths allow various amounts of frenching in the side rails, for a really clean look! All fenders are bolt-on replacements, with no frame modification necessary.

CHECK #99 FOR INFO.



## FRONT FENDER LINE
*Milwaukee Iron*

M.I. has 12 new front fenders for 16-inch wheels for FLHs, FLTs, and Heritage models (1984-present). Make some minor changes and the FLH will fit 1949-'83 FLs. Another new addition is the 1997-present FL Springer, in 16- and 21-inch sizes.

CHECK #100 FOR INFO.

## BIKERS CHOICE
*Style Glide Fender Struts*

Sharpen up that stock FXR with a set of these chrome-plated billet aluminum fender struts, complete with spiffy built-in marker lights. Most FXR-style custom frame can run these as well, with a clean, finished show look that just might be the start of a complete visual overhaul for ya.

CHECK #101 FOR INFO.

## JESSE JAMES
*Doc's Custom Rear Fenders*

Now these are really slick. Designed for custom applications in widths from 7.25 inches up to 9 inches, these steel rear fenders are hand-formed and precision-welded in three different styles (Roller, Tombstone, Steeler) for the perfect project-finishing touch. They're also designed by, yes, a genuine descendant of Mr. Quick Hand himself.

CHECK #102 FOR INFO.

# FRONT ENDS

## BIKERS CHOICE
*Fork Sliders*

The aluminum lower legs contain centerless ground fork tubes that include top tube cap, drain screws, and fork fluid. You can get 'em in either 39mm or 41mm models and mate 'em to a mighty wide variety of stock and aftermarket triple trees. It ain't called custom building for nothing.

CHECK #103 FOR INFO.

## CUSTOM CHROME
*Handlebar Controls for 1996-up Models*

Kinda says it all, doesn't it? These handlebar controls feature hidden underside mountings on the switch housings for a smooth rounded surface on the top housing, with chrome-plating and ergonomic lever blades. The housing accepts all 1996-up OEM or Custom Chrome switches. If it's time to upgrade, look no further.

CHECK #104 FOR INFO.

## DRAG SPECIALTIES
*Limited- Edition Custom "V" Bars*

Hand-crafted handlebars available in either 2- or 4-inch rise models. At 31 inches wide with 8 inches of pullback, they're perfect for that lowered, stretched scoot. The risers are 3 1/2 inches on center, with 1/2-20 internal threads. Made from 16-gauge DOM USA steel tubing, dimpled to accept late-style OEM or custom controls.

CHECK #105 FOR INFO.

## PAT KENNEDYS
*Adjustable Wide Fork Trees*

Adjust your wide glide fork assembly using Pat's new-style adjustable fork trees for 41mm wide glide fork assemblies. They adapt to late-model lower legs, tubes, and axle. Kick 'em out up to 15 degrees forward with fully polished billet aluminum trees with stainless steel stem nut and hardware.

CHECK #106 FOR INFO.

## PAT KENNEDYS
*Fully Adjustable Fork Assemblies*

Adjust your rake from zero to 15 degrees over to obtain correct rake and trail for perfect handling. The 6061-T6 aluminum billet lower legs house a Teflon-coated damper unit that is also fully adjustable. Available from 2 inches under to 20 inches over. Countersunk axles come with billet covers.

CHECK #107 FOR INFO.

## PAT KENNEDYS
*Adjustable Narrow Glide Triple Trees*

Your late-model 39mm narrow glide can gain an additional 1/2-inch of width with this setup that's adjustable from zero to 15 degrees over. The highly polished billet aluminum kit includes adjustable tube caps, stainless-steel stem nut, axle, and spacers. It looks great and handles even better.

CHECK #108 FOR INFO.

# FRONT ENDS

## KÜRYAKYN
*Fork Skins*

An allen wrench and 15 minutes can transform your 39mm fork sliders into gleaming tributes to chroming—at huge savings. The Skins' outer clamp halves of the fork brace are made as an integral part of the slider cover. You also get improved suspension and more control during hard braking.

**CHECK #109 FOR INFO.**

## PAT KENNEDYS
*Internal Throttle Control*

Here's a weld-on unit that's designed to be used with all 1-inch bars for internal pull throttles with late-model mesh cables. This slick unit is black oxide-coated for smooth action and return. Go that extra mile and make your custom project as clean as you can.

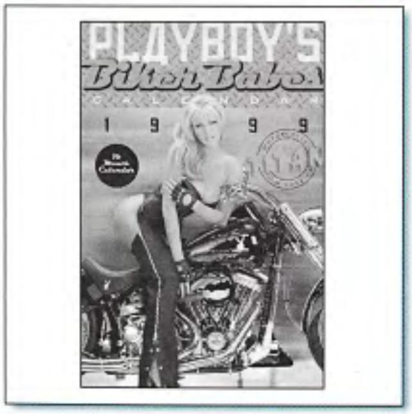
**CHECK #110 FOR INFO.**

## PACIFIC SUNSET
*Tolle Adjust-A-Glide Front Ends*

Change your rake without cutting the neck? Yepper—from 0-19 degrees, in fact. Use anywhere from stock to 60-inch over tubes to really explore trail and rattle some minds. Triple trees available in 195mm, 220mm, and 250 mm wide glide configurations. Your custom project will never be the same.

**CHECK #111FOR INFO.**

# MISCELLANEOUS




## TITAN MOTORCYCLE COMPANY
*1999 Biker Babes Calendar*

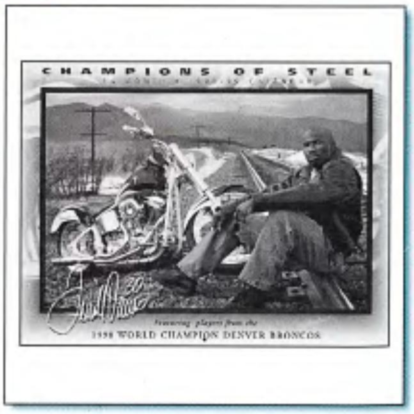
Like the saying goes, "It's all good." With four bonus months and seven beautiful *Playboy* Playmates sitting astride Titan Gecko, Sidewinder, and Roadrunner models, the days look better with every page. It's just what you need to keep your project bike on schedule, because time waits for no man.

**CHECK #112 FOR INFO.**

## TITAN MOTORCYCLE COMPANY
*45th Anniversary Commemorative Playboy Bike*

Titan and Playboy teamed up to create a limited-edition (as in they are only making 100 of them), 100hp, 107-cubic-inch hot rod that'll starch your shorts—and then some. Each scoot features a hand-applied graphic of *Playboy's* 45th Anniversary logo.

**CHECK #113 FOR INFO.**




## TITAN MOTORCYCLE COMPANY
*1999 Titan/Denver Broncos Calendar*

The mile-high city rides with pride year-round, and so do its gridiron heroes, especially on Titan motorcycles. If you're a sports fan who can't get enough of it, even with 24/7 TV coverage, this dedicated calendar oughta have ya covered even through the next local black-out.

**CHECK #114 FOR INFO.**

# MISCELLANEOUS

## BROOKSIDE
*S100 Engine Brightener*

Your bike's tired-looking, grayed-out engine cases and cylinders don't have to look that way anymore. Restore them to factory-new condition in just minutes with a few squirts and some elbow grease. S100 is temperature-stable and holds up to numerous washings. Keeps your baby mighty, mighty shiny!

**CHECK #115 FOR INFO.**

## BROOKSIDE
*S100 Total Cycle Cleaner*

Are you really looking forward to spending hours cleaning your bike this year, or would you rather be riding? Fifteen minutes after you lay down a coat of this stuff, the answer will be clear. Surface safe and factory approved, S100 Total Care Cleaner is supplied to leading motorcycle manufacturers.

**CHECK #116 FOR INFO.**

## BROOKSIDE
*S100 Cycle Care Gift Set*

If you have a buddy who simply refuses to clean the grime off his scoot, give him this and remind him about the relationship between clean scooters and pretty women who ride on the back of them. It's an instant wax job, chrome restorer, rust preventative, and date-lander, all in one.

**CHECK #117 FOR INFO.**

## CUSTOM CHROME
*Fat Tire Motorcycle Kit*

Assembly required. Every nut, washer, bolt, spacer, and cable is included, along with an 80-cubic-inch V-twin motor with RevTech heads and a polished 5-speed close ratio tranny in a Low Glide Custom wide chassis. Runs a 180 rear tire with final belt drive. Be brave and jump in, cowboy.

**CHECK #118 FOR INFO.**

## J&P CYCLES
*Billet Piston Ashtray*

This finely machined ash catcher is just what you need when you're at your wits' end, trying to figure out what to get the biker who has everything. If ya wanna get really clever, you can get one for nonsmoking female riders and tell 'em it's a fancy candle holder. Really.

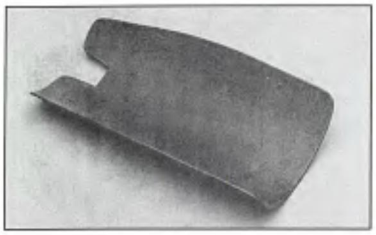
**CHECK #119 FOR INFO.**

## DOC'S MOTORCYCLE PARTS, INC., WEB SITE
*www.docsmc.com*

Visit this address on the ever-growing Internet and shop at Doc's in the cozy comfort of your own home. They have an extensive leather and accessories catalog online, featuring American-made leathers, clothes, and biker novelties. They also have an extensive parts catalog online.

**CHECK #120 FOR INFO.**

# MISCELLANEOUS



## DRAG SPECIALTIES
*Oil Filter Drain Trays*

A useful product, especially for a guy who once changed his Sportster oil from the left side in a tight fitting utility room while holding a flimsy catch pan. These big twin/XL trays fit underneath and against the filler mount to direct oil into your catch pan. Very helpful.

CHECK #121 FOR INFO.

## THE EVERYTHING FOR HARLEYS DIRECTORY
*www2.miracle.net*

If your peepers are charred slices of optical toast from hours of surfing the Internet for biker-related items, drop anchor at this Web address and squint no more. Biker lawyers, clubs, organizations, chat rooms, parts, bikes, clothes, travel, rentals, kitchen sinks ... it's all here at the click of a mouse.

CHECK #122 FOR INFO.

## TITAN MOTORCYCLE COMPANY
*Titan/Shelby Bike*

The top-secret specs on this extremely limited-edition motorcycle, which is a companion to the Series One Shelby motorcar, make it something to look for in 1999. Five hundred Titan/Shelby bikes will be available to the first 500 buyers of the Series One car. You know these won't last long.

CHECK #123 FOR INFO.

# SEATS

## LE PERA ENTERPRISES
*Tattoo Stitch*

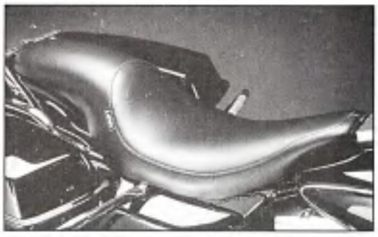
These stitches ain't cheap, but neither is your ride, so treat it to some real class. You supply the image, Le Pera will lay it down in ultimate upholstery style. Available in most any color, and the possibilities are damn near limitless. Match your favorite tat with a seat version.

CHECK #124 FOR INFO.

## LE PERA ENTERPRISES
*Daytona*

A popular '80s style has now been refined. The low back gives you strong support as you wind the throttle on those long stretches, fast accelerations, and all-day cruises. The two-up version lets you ride solo or add a passenger, and the Sport Solo just lets you be.

CHECK #125 FOR INFO.



## LE PERA ENTERPRISES
*Silhouette*

This seat didn't become a trendsetter for nothing. The sleek, low-sitting design lets ya lay back and advance the throttle in style. You can also get this popular model in either a Silhouette Solo and two-up Silhouettes. Your custom or stock bike would love the new curves.

CHECK #126 FOR INFO.

# SEATS

## LE PERA ENTERPRISES
*Cherokee*

Kind of a retro chopper-style that looks great on just about any scoot with kicked-out raked and enhanced stretch. It ain't likely to go out of style anytime soon, as more and more riders discover their V-twin roots. The final touch on a classic project bike.

CHECK #127 FOR INFO.

## LE PERA ENTERPRISES
*Maverick*

It's an extremely comfortable seat that retains a low and sporty profile. The low back and attention to detail, complete with stitched pleats and pinstriped sides, make it a real work of art. Your Softail will feel like a new ride, and your back will last for many more miles.

CHECK #128 FOR INFO.

## LE PERA ENTERPRISES
*King Cobra*

It picks up the fluid rear fender curves seamlessly, extending the lines from tank to taillight. Think of it as a streamlined Silhouette. The contoured edges are functionally comfortable and supportive as well as stylish. Straddle one of these rascals and you may never go back to a conventional seat.

CHECK #129 FOR INFO.

## MUSTANG
*Big Twin Super Touring*

It's a nostalgic-style, two-piece look built on a single steel baseplate, with low profile front and rear foam buckets. They're internally supported by contoured, steel wings welded to the base. The stylish rear seat extends forward for additional back support. Available as separate solo and pad.

CHECK #130 FOR INFO.

## MUSTANG
*Solo With Backrest*

The totally adjustable and removable built-in backrest has four position height settings. It snaps out completely, without tools, and it adjusts forward and back 3 inches while seated. You can run it solo or with a matching Mustang fender bib. Comes with chrome hardware. Relax and enjoy the ride.

CHECK #131 FOR INFO.

## MUSTANG
*Regal Pillow Style*

Hey, after a 500-mile day, comfy works. The soft pillow top is tufted with covered buttons, with a front bucket that measures 17 inches wide and a rear seat that's 16 inches wide. The baseplate opens in the middle for a Mustang or a stock Harley backrest kit.

CHECK #132 FOR INFO.

# TOOLS & TRANSMISSIONS

### AMERICAN EAGLE LEATHERWORKS
*Mini-Ratchet Tool Kit*

Sure, your bike looks cleaner without a bag fulla tools, but without this kit, you might just be walkin'. Comes with handle, ratchet, and 44 interchangeable bits (torx, hex, slotted, Phillips and 1/4-inch drive). The lifetime warranty ain't a bad deal, either. Hell, get one for your home use, too.

CHECK #133 FOR INFO.

### BIKERS CHOICE
*Twin Cam Bearing Tool*

Yeah, like anyone thought we'd keep the new '99 motors stock for long! This installer/remover is for use with '99 Twin Cam models only, so grab one today and get to work. It's just what ya need to start rampin' up that 88-cubic-inch powerplant for a summer of high-horsepower madness.

CHECK #134 FOR INFO.

### BIKERS CHOICE
*Twin Power Complete Clutch Kit*

Grip it right in '99 with new clutch basket and hub, clips, pressure plate, clutch plate, and discs. Your high-performance motor doesn't need to be hamstringed, and without this kit, how ya gonna add a fat 200-plus rear tire and not wonder when the clutch is gonna slip? Don't skimp.

CHECK #135 FOR INFO.

### BIKERS CHOICE
*Twin Power Tranny-In-A-Box*

As opposed to a wicker basket ... yeah, we ARE hilarious, huh? But seriously, you know Twin Power's rep: reliable 5-speed trannys that come fully assembled with Twin Power gears and 32-tooth belt pulley included. Available for FXR and Softail models, stock or close-ratio. Billet trap door, chrome top, and side cover.

CHECK #136 FOR INFO.

### CUSTOM CHROME
*RevTech 6-Speed Overdrive Transmission*

Talkin' first hand, it truly does reduce vibration and improve acceleration. The complete 6-speed tranny assemblies are ready to install, with no modifications required. Made from 8620H chrome-moly steel, with back-cut gear dogs, 2.94:1 close-ratio first gears and .893:1 overdrive sixth gears. Polished or black wrinkle finishes.

CHECK #137 FOR INFO.

### RIVERA ENGINEERING
*Primary Chain-Drive Kit*

For 5-speed scoots, this kit comes with "Pro-Clutch" clutch and compensator, M-6 chain tensioner, chain, rear basket/sprocket, and all necessary hardware. Badda-bing. You gotta figure you can hook this baby up to just about any kinda torque monster you've built (or are planning to build) and grab some serious asphalt.

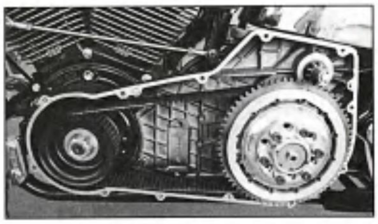
CHECK #138 FOR INFO.

# TOOLS & TRANSMISSIONS

## RIVERA ENGINEERING
*Pro-Clutch For 1998 Big Twins*

Five different models to choose from, all giving you 100% increase in clutch area: PC-1000-C (chain drive 4-speed 1936-'84), PC-100 (belt drive 4-speed 1936-'84), PC-1100-C (OEM chain drive Evo 5-speed 1986-'89), PC-1200-C (OEM 5-speed Evo 1990-'97), and PC-1298-C (OEM chain drive Evo 5-speed for 1998 big twins).

CHECK #139 FOR INFO.



## BELT DRIVES, LTD.
*Bolt-In Belt Drive*

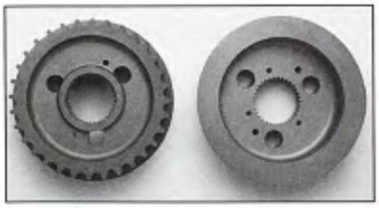
System features 12 cylindrical clutch dogs, providing a quieter ride. The stress-proof steel inner hub moves the basket's weight inward over the main shaft by 1-inch, eliminating weight hanging out past the mainshaft's end. Includes a sealed primary bearing and special mainshaft nut with seal. For Softails, FXRs, and Shovels.

CHECK #140 FOR INFO.

## BELT DRIVES, LTD.
*Competitor Clutch*

Want 60% more clutch surface than stock? Well, look no further, bubba. This unit sports Kevlar clutch plates and nine springs with easy adjust bolt for accurate spring tension. It's available as a complete kit or a clutch basket assembly only. For all big twins 1936-'98, kick and electric start.

CHECK #141 FOR INFO.



## PRIMO BELT DRIVES
*Aluminum Drive Pulley*

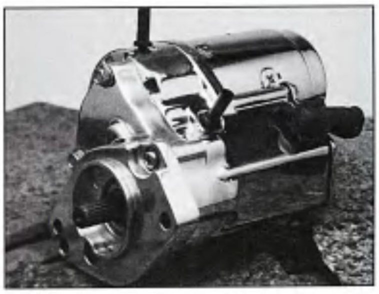
Your 5-speed tranny can run an aluminum drive pulley to transmit power to the rear wheel. Available in 29-, 30- and 34-tooth configurations, and designed for use with 1994 and later big twins, this flexible unit can be retrofitted for 1985-1993 trannys using the later-style bearing spacer and seal.

CHECK #142 FOR INFO.

## PRIMO BELT DRIVES
*Brute Classic Belt Drive*

For Flatheads to 1984 Shovelheads, the Brute Classic comes in either 11mm with belt idler or 8mm without. Convert your clunky old-style coil spring clutch to a smooth, modern diaphragm spring function. Thirty-one teeth on front pulley, 47 on rear for a 1.51:1 primary drive ratio. Kick or electric start.

CHECK #143 FOR INFO.



## FISHER/TERRY
*1.6 K.W Starter*

It cranks out 2.2 hp, and that oughta get anyone outta the ditch. Your 96-inch-and-up motor will love the heavy-duty sprag and larger reduction gear. The one-piece billet nose looks sharp, too. Available in either polished chrome, black, or silver finishes. Fire it up!

CHECK #144 FOR INFO.

# WHEELS

**BIKERS CHOICE**
*Style Glide Diamond 40-Spoke Wire Wheel*

These traditional-look, chromed spoke wheels come with bearings and seals installed—no muss no fuss. Billet wheels are nice, but replacing them may not be in everybody's budget. The best part of this deal is that the wheels are completely trued and ready for mounting. Lord, that sounds so-o-o-o appealing ...

CHECK #145 FOR INFO.

**CUSTOM CHROME**
*RPM Chrome Straight-Spoke Wheels*

Their unique design eliminates the sharp bend at the spoke head where most spokes fail. The polished, stainless-steel, 6-gauge straight spokes join the high-tech hub to a chrome-plated aluminum rim for some serious strength and lateral stiffness. Ahem ... available in wide range of widths and diameters from CCI.

CHECK #146 FOR INFO.

**CUSTOM CHROME**
*RevTech Billet Aluminum Wheels*

"Split and spin" manufacturing technology takes a piece of billet aluminum approximately the size thickness of the center web of the wheel and splits it along the outside edge. It's then rolled outward and spun into the final shape of the rim. Ten different styles available, from 1973 to present.

CHECK #147 FOR INFO.

**BELT DRIVES, LTD.**
*Billet Rear Pulleys*

CNC-machined in-house, these 6061 T6 aluminum pulleys are available in 65- and 70-tooth configurations. They're highly polished, so if you're thinking show bike, this might be the ticket. Pulley gear teeth are precision to exacting standards that'll ensure a tight grip when you cut loose on a redline ride.

CHECK #148 FOR INFO.

**PERFORMANCE MACHINE**
*Villain Fusion Wheel*

Oh, now here you go ... five spokes of elegantly machined and gleaming polished aluminum beauty, available in 12 different sizes to suit your ride. Of course, there's a matching line of discs, pulley, and sprockets. PM's R&D guys spend hundreds of hours cooking this stuff up, so go splurge!

CHECK #149 FOR INFO.

**PERFORMANCE MACHINE**
*Fusion Solid Wheel*

For you guys with UFOs on the brain, here's the perfect wheel to compliment your Martian mindset. This sharp wheel is available in either mirror finish polish or solid chrome, either of which just look awesome. P.M. is, however, not responsible for any abductions that may result from this addition.

CHECK #150 FOR INFO.

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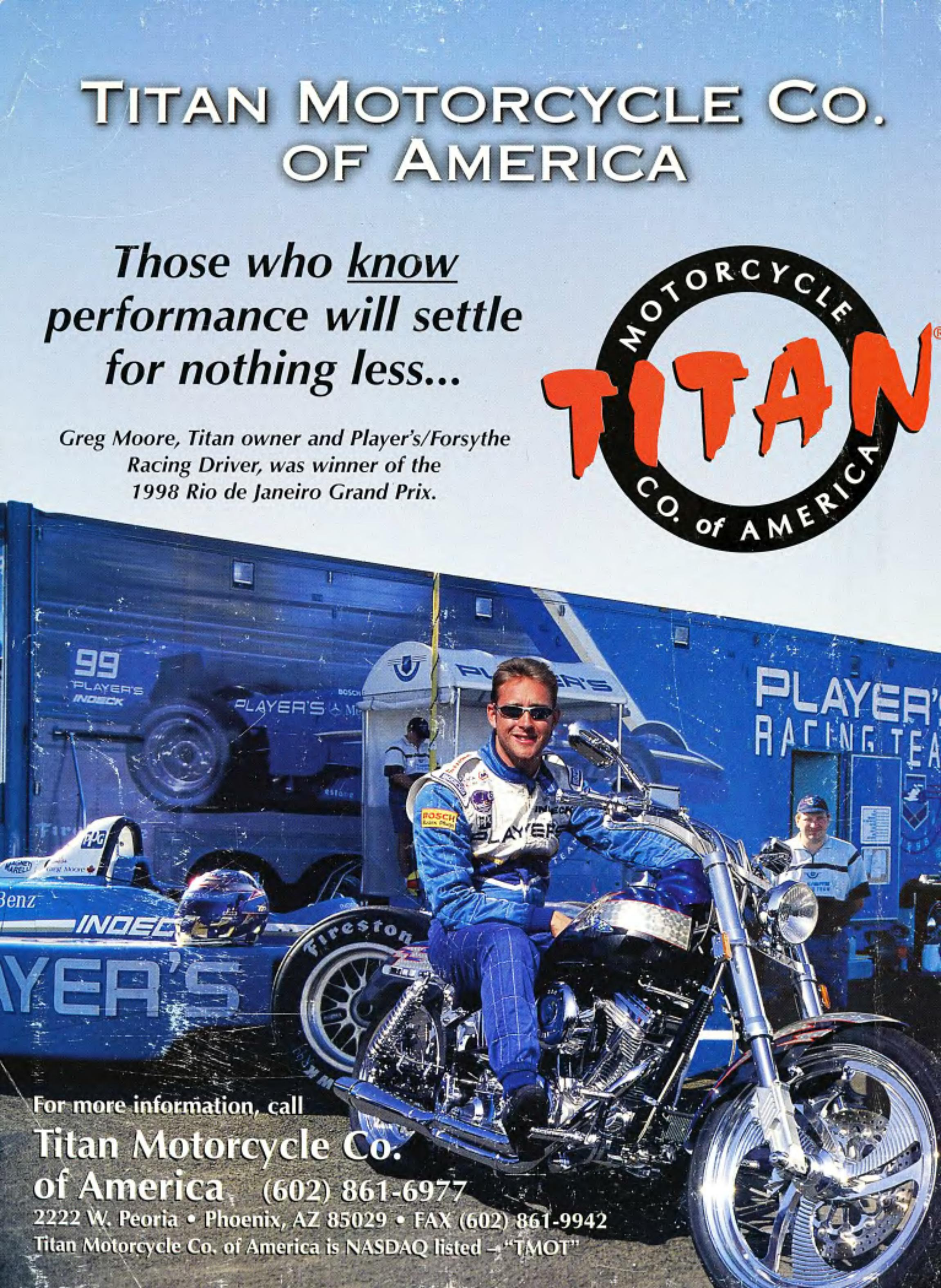
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